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CALCULATIVE TECHNIQUES FOR TRANSONIC FLOWS ABOUT CERTAIN CLASSES OF WING-BODY COMBINATIONS - PHASE II

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CALCULATIVE TECHNIQUES FOR TRANSONIC FLOWS

ABOUT CERTAIN CLASSES OF WING-BODY COMBINATIONS - PHASE II

By Stephen S. Stahara and John R. Spreiter*
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SUMMARY

Theoretical analysis and the development of associated computer programs were carried out for the purpose of developing computational techniques for predicting properties of transonic flows about certain classes of wing-body combinations. The procedures used are based on the transonic equivalence rule and employ either an arbitrarily-specified solution or the local linearization method for determining the nonlifting transonic flow about the equivalent body. Theoretical results obtained by using the local linearization method are presented for surface and flow-field pressure distributions for certain members of the general classes of configurations studied, for both nonlifting and lifting situations, at $M_{\rm m} = 1$.

The computational programs developed under this report are documented and presented in a general user's manual included as part of the report.

INTRODUCTION

Stimulated by the need for accurate prediction of transonic flows about realistic aircraft configurations, recent research is producing significant advances in the ability to predict theoretically both two and three-dimensional transonic flows about a wide variety of aerodynamic shapes. While current emphasis seems to be placed on the development of numerical techniques (refs. 1, 2, 3, 4, 5), it has become clear that, although significant accuracy limitations need not exist for advanced computer programs, these techniques do have cost limitations with regard to both accuracy and the use of alternate methods. Consequently, in

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order to enhance these computational efforts, the parallel development of proven analytical and analytic/numeric methods to provide accurate first approximations, for example, in the systematic study of a large number of configurations, is clearly warranted.

Previous investigations by Nielsen Engineering & Research, Inc. (NEAR) in reference 6, where the local linearization method and the transonic equivalence rule were applied to predict surface and flow-field properties of several general classes of axisymmetric and nonaxisymmetric bodies for both lifting and nonlifting situations, and in reference 7, where those results were extended to include several classes of wing-body combinations, have demonstrated the effectiveness of such a combined approach.

While the ultimate goal of the present investigation is to develop computational techniques for the prediction of the flow field, pressure distribution, and aerodynamic characteristics of three-dimensional, lifting, wing-body combinations, the purposes of this study are to extend the results of reference 7 to include a more general class of wing planform shapes, specifically, wings having (1) sweptback trailing edges, and (2) finite tip chords. In addition, the computer programs developed in reference 7 were to be further enhanced with regard to minimization of computational time and applicability to wider classes of equivalent body shapes and equivalent body transonic solutions.

LIST OF SYMBOLS

a	major axis of elliptic cross section of indented body
^a sb	<pre>major axis of elliptic cross section of smooth (non-indented) body</pre>
AR	aspect ratio
b	minor axis of elliptic cross section of indented body
c	equal to $\sqrt{a^2 - b^2}$
c _w	wing chord
С	Euler's constant

c _{Deb}	drag coefficient of equivalent body of revolution, ${\rm D_{\rm eb}/q_{\infty}S_{\rm m}}$ eq. (22)
c _{Dt}	total drag coefficient, $D_t/q_{\infty}S_m$
$c_{D_{\alpha=0}}$	drag coefficient at zero lift, $D_{\alpha=0}/q_{\infty}S_{m}$
c_L	lift coefficient, $L/q_{\omega}S_{m}$
C _p	pressure coefficient, $(p - p_{\infty})/\frac{1}{2} \rho_{\infty} U_{\infty}^{2}$
c _{peb}	pressure coefficient due to equivalent body of revolution
C _m	pitching moment coefficient about nose, My/ $q_{\infty}S_{m}l$ (positive nose-up)
C _{tip}	wing tip chord
c _{Rt}	wing root chord
D	maximum diameter of equivalent body of revolution
D _{eb}	drag of equivalent body of revolution
D _i	drag due to lift
D _t	total drag
$D_{\alpha=0}$	total drag at zero lift
k	equal to $M_{\infty}^{2}(\gamma + 1)/U_{\infty}$
κ	complete elliptic integral of first kind
l .	complete body length
L	lift
m ·	exponent describing wing ordinates, eqs. (8), (9)
Mcr, í	lower critical Mach number on equivalent body of revolution
^M cr,u	upper critical Mach number on equivalent body of revolution
My	pitching moment about nose, positive nose-up

M _∞	free-stream Mach number
n	exponent describing equivalent body ordinates and related to location of point of maximum thickness, eqs. (11), (12), (13), (14)
p_{∞}	free-stream pressure
q ₁ ,q ₂ ,q ₃ q ₄ ,q ₅ ,q ₆	quantities defined by eqs. (55), (56), (57)
ď∞	free-stream dynamic pressure
r	radial distance in crossflow plane, $\sqrt{y^2 + z^2}$
R _b	radius of indented body of revolution
R _{eb}	radius of equivalent body of revolution
R_1	radius of circular body in transformed (σ_1) plane, eq. (33)
s	semispan of wing which, depending on axial location, represents either leading (s = s_{ℓ}) or trailing
	$(s = s_t)$ edge
s ₍	semispan of wing leading edge
s t	semispan of wing trailing edge
s ₁	semispan of wing in transformed (σ_1) plane, eq. (34)
s ₁ _ℓ	semispan of wing leading edge in transformed (σ_{1}) plane
s ₁ t	semispan of wing trailing edge in transformed (σ_1) plane
s _b	area distribution of indented body of revolution
en	area distribution of equivalent body of revolution
S _m	maximum area distribution of equivalent body of revolution, $\pi D^2/4$
TR	wing planform taper ratio, c_{tip}/c_{R_t}
u,v,w 	perturbation velocity components parallel to the (x) x;y,z axes, respectively
4	

u _B , v _B , w _B	perturbation velocity components associated with solution for transonic flow about equivalent body of revolution
u ₂ ,B, v ₂ ,B, w ₂ ,B	perturbation velocity components associated with two- dimensional incompressible solution of expansion or contraction of equivalent cross section in crossflow plane
u _{2,t} ,v _{2,t} ,w _{2,t}	perturbation velocity components associated with two- dimensional incompressible solution of expanding or contracting cross section in crossflow plane
u ₂ ,α,ν ₂ ,α, _{w₂,α}	perturbation velocity components associated with two- dimensional incompressible solution of translating cross section in crossflow plane
U_{∞}	free-stream velocity
W ₂ ,t	complex potential describing two-dimensional incom- pressible flow about expanding or contracting cross section in crossflow plane
W≥,α	complex potential describing two-dimensional incom- pressible flow about translating cross section in crossflow plane
x,y,z	body-fixed Cartesian coordinate system with x axis direction rearward and aligned with longitudinal axis of body, y axis directed to the right facing forward, and z axis directed vertically upward
×s	location of point closest to origin where $S_{eb}^{"}(x) = 0$
x _b	axial location of body base
X _{rle}	axial location of wing leading edge root chord
$x_{r\ell e_1}$	axial location of point where wing leading edge pierces body surface
X _{rte}	axial location of wing trailing-edge root chord
X _{rte₁}	axial location of point where wing trailing edge pierces body surface
x_{sm_1}	axial location of wing tip chord leading edge
X _{sm₂}	axial location of wing tip chord trailing edge
×	axial distance from wing leading edge

y .		lateral distance from wing leading edge
z_w		wing ordinates, eqs. (8), (9)
α		angle of attack
β _{le}		wing leading-edge sweep angle
$\beta_{ t te}$		wing trailing-edge sweep angle
γ		ratio of specific heats
θ		polar angle in crossflow plane
·λ		ratio of major to minor axes of elliptic cross section, a/b
ξ,ξ1		dummy variables
$ ho_{\infty}$		free-stream density
σ		complex variable in crossflow plane, y + iz
σ_1		complex variable in transformed crossflow plane, $y_1 + iz_1$
$\tau_{ m eb}$		thickness ratio of equivalent body of revolution, D/ℓ
τ_w	•	thickness-to-chord ratio of wing profile, eq. (10)
φ .	. x *	perturbation velocity potential
ϕ_{B}		perturbation velocity potential associated with transonic flow about equivalent body of revolution
Φ2	a transfer	perturbation velocity potential associated with two- dimensional incompressible solutions to translation and growth of cross section in crossflow plane
Φ2,B		perturbation velocity potential associated with two- dimensional incompressible solution for expansion or contraction of equivalent cross section in cross- flow plane
Φ2,t	polyment.	perturbation velocity potential associated with two- dimensional incompressible solution for expansion or contraction of cross section in crossflow plane
Φ2,α	en e	perturbation velocity potential associated with two- dimensional incompressible solution for translation of cross section in crossflow plane

ANALYSIS

General Considerations

Because the current work is an extension of that of reference 7, the basic theory and equations used are discussed in depth in that reference and their derivation will not be repeated here. For convenience, however, those points relevant to the present work will be outlined.

The coordinate system used for all of the three-dimensional flows considered herein is a body-fixed Cartesian system centered at the body nose with the x axis directed rearward and aligned with the longitudinal axis of the body, the y axis directed to the right, facing forward, and the z axis directed vertically upward, as shown in figure 1. For lifting situations, the free-stream direction is taken to be inclined at any arbitrary small angle α to the x axis and confined to the x-z plane so that there is no sideslip. The governing partial differential equation for the perturbation potential ϕ is given by

$$(1 - M_{\infty}^{2}) \phi_{xx} + \phi_{yy} + \phi_{zz} = \frac{M_{\infty}^{2} (\gamma + 1)}{U_{\infty}} \phi_{x} \phi_{xx}$$
 (1)

where $\rm M_{\infty}$ is the free-stream Mach number, γ the ratio of specific heats, and $\rm U_{\infty}$ the free-stream velocity. The pressure coefficient $\rm C_{p}$ in the above reference frame is given by

$$C_{p} = -\frac{2}{U_{\infty}} (\phi_{x} + \alpha \phi_{z}) - \frac{1}{U_{\infty}^{2}} (\phi_{y}^{2} + \phi_{z}^{2})$$
 (2)

The transonic equivalence rule enables the perturbation potential ϕ to be expressed in the form

$$\phi = \phi_{2,\alpha} + \phi_{2,t} - \phi_{2,B} + \phi_{B}$$
 (3.)

where each of the individual components has the meaning indicated in figure 1. Since $\phi_{2,\alpha}$, $\phi_{2,t}$, and $\phi_{2,B}$ satisfy the two dimensional incompressible Laplace equation

$$(\phi_2, i)_{VV} + (\phi_2, i)_{zz} = 0$$
 (4)

(where the subscript i depends upon the particular potential in question), they are independent of Mach number. Hence, the only portion of the solution dependent upon $\,{
m M}_{\!\infty}\,\,$ is $\,\phi_{
m B}^{}\,\,$ and this term represents the solution to the full transonic equation (1) for the nonlifting flow about the equivalent body of revolution. Because the equivalence rule places no essential restrictions on the methods of calculating ϕ_{R} , its solution may be determined in a variety of ways. For example, it can be given by an exact numerical solution, by experimental data, by an approximate analytic solution, or by a combined analytic/numeric solution such as the local linearization method. One of the tasks of the present work is to extend the applicability of the computer programs developed in reference 7 to include general, arbitrarily-specified solutions for $\phi_{\mathrm{B}}^{}$, and the method of doing this is detailed in the user's manual. If the local linearization method is used to determine $\phi_{\rm B}$, or more conveniently, $u_{\rm B} = (\phi_{\rm B})_{\rm X}$, then one of the following set of three first-order nonlinear differential equations must be integrated according to whether $M_{\infty} \approx 1$, $M_{\infty} < M_{cr, \ell}$, or $M_{cr, u} < M_{\infty}$, where $M_{cr, \ell}$, are the lower and upper critical Mach numbers, respectively.

Thus, for accelerating flows with $M_{\infty} \approx 1$

$$\frac{d}{dx} \left(\frac{u_B}{U_\infty} \right) = \frac{S_{eb}^{"}(x) S_{eb}^{"}(x)}{4\pi S_{eb}^{"}(x)} + \exp \left(\frac{4\pi}{S_{eb}^{"}(x)} \left[\frac{u_B}{U_\infty} + \frac{M_\infty^2 - 1}{M_\infty^2 (\gamma + 1)} \right] \right) \\
- \frac{S_{eb}^{"}(x)}{4\pi} \ln \frac{M_\infty^2 (\gamma + 1) S_{eb}^{"}(x) e^C}{4\pi x} - \frac{1}{4\pi} \int_0^X \frac{S_{eb}^{"}(x) - S_{eb}^{"}(\xi)}{x - \xi} d\xi \right] \right) \tag{5}$$

for purely subsonic flows $(M_{\infty} < M_{Cr, \ell})$

$$\frac{d}{dx} \left(\frac{u_{B}}{U_{\infty}} \right) = \frac{S_{eb}^{""}(x)}{4\pi} \ln (1 - M_{\infty}^{2} - ku_{B})
+ \frac{d}{dx} \left[\frac{S_{eb}^{"}(x)}{4\pi} \ln \frac{S_{eb}(x)}{4\pi \times (\ell - x)} + \frac{1}{4\pi} \int_{0}^{\ell} \frac{S_{eb}^{"}(x) - S_{eb}^{"}(\xi)}{|x - \xi|} d\xi \right]$$
(6)

and for purely supersonic flows $(M_{cr,u} < M_{\infty})$

$$\frac{d}{dx} \left(\frac{u_B}{U_\infty} \right) = \frac{S_{eb}^{(1)}(x)}{4\pi} \ln \left(M_\infty^2 - 1 + k u_B \right)$$

$$+ \frac{d}{dx} \left[\frac{S_{eb}^{"}(x)}{4\pi} \ln \frac{S_{eb}(x)}{4\pi x^{2}} + \frac{1}{2\pi} \int_{0}^{x} \frac{S_{eb}^{"}(x) - S_{eb}^{"}(\xi)}{x - \xi} d\xi \right]$$
 (7)

where C in equation (5) is Euler's constant ≈ 0.577 , k in equations (6) and (7) is equal to $M_{\infty}^{2}(\gamma+1)/U_{\infty}$, $S_{\rm eb}(x)$ represents the area distribution of the equivalent body, and primes indicate differentiation with respect to the appropriate variable. These differential equations have been programmed for computation in reference 6 where details regarding starting conditions, numerical techniques, accuracy, limitations, etc. are provided.

Wing and Body Geometry

The classes of wing-body configurations examined in reference 7 and in this study are composed of finite thickness wing and either circular or elliptic cross-sectional bodies in which the bodies are area-rule indented along the wing-body junction in such a manner that the total cross-sectional area distribution (body plus wing) remains identical to that of a smooth body having a certain specified profile. The general class of wings considered have symmetric planforms consisting of straight leading and trailing edges, swept at arbitrary angles $\beta_{\ell e}$ and β_{te} respectively, to the y axis. In reference 7, the planform shapes were restricted to wings having either straight or sweptforward trailing edges and zero taper ratio. This work extends that class to wings with sweptback trailing edges and taper ratio between zero and one, as shown in figures 2 and 3. The wing profiles are represented by expressions of the form

$$\frac{z_w}{c_w} = \frac{\tau_w^{m} (m/m-1)}{2(m-1)} \left(\frac{\overline{x}}{c_w} - \left(\frac{\overline{x}}{c_w}\right)^m\right)$$
(8)

or

$$\frac{Z_{w}}{c_{w}} = \frac{\tau_{w}^{m} (m/m-1)}{2(m-1)} \left(1 - \frac{\overline{x}}{c_{w}} - \left(1 - \frac{\overline{x}}{c_{w}}\right)^{m}\right)$$
(9)

where c_w is the local chord, \overline{x} the distance from the leading edge, m is a constant ≥ 2 , and τ_w is the wing thickness-to-chord ratio. In addition, the wings are assumed to maintain a constant thickness-to-chord ratio across the span, with the consequence that the wing profiles at all spanwise locations are geometrically similar. Thus,

$$\frac{\tau_{w}^{'}}{2} = \frac{(Z_{w}(x,y))_{max}}{c_{w}(y)} = \frac{(Z_{w}(x,o))_{max}}{c_{R_{t}}}$$
(10)

where CRt is the wing root chord.

Two categories of body shape are considered. Figure 2(a) and (b), illustrates two members of the first category which have indented bodies that are circular in cross section, while figure 3(a) and (b) illustrates two members of the second category which have indented bodies that are elliptic in cross section and that maintain a constant ratio $\lambda(=a/b)$ of semimajor to semiminor axis along the entire body length. In reference 7, the profiles of the equivalent bodies of revolution of the wing-circular body combinations are described by the expressions

$$\frac{R_{eb}}{\ell} = \frac{\tau_{eb}^{n/n(n-1)}}{2(n-1)} \left[\frac{x}{\ell} - \left(\frac{x}{\ell} \right)^n \right]$$
 (11)

where the exponent $\, \, n \,$ is given in terms of the location of maximum radius by

$$\left(\frac{x}{\ell}\right)_{R_{\text{max}}} = \left(\frac{1}{n}\right)^{1/(n-1)} \tag{12}$$

or

$$\frac{R_{eb}}{\ell} = \frac{\tau_{eb}^{n/(n-1)}}{2(n-1)} \left[1 - \frac{x}{\ell} - \left(1 - \frac{x}{\ell}\right)^n\right]$$
(13)

where

$$\left(\frac{x}{\ell}\right)_{R_{\text{max}}} = 1 - \left(\frac{1}{n}\right)^{1/(n-1)}$$
(14)

while the equivalent bodies of the wing-elliptic body combinations are parabolic-arc bodies, i.e. equations (11) or (13) with n = 2. This work extends the class of equivalent body profiles for both the circular and elliptic body shapes to include arbitrarily specified functions subject to certain closure and continuity restrictions on the derivatives that are discussed in the appropriate section of the included user's manual.

Straight or Sweptforward Trailing Edge Planforms

<u>Circular bodies.</u> For finite thickness wing-circular body combinations having wings with finite tip chords and trailing edges that are either straight or sweptforward, the complex potentials, $W_{2,\alpha}$, $W_{2,t}$, and $W_{2,B}$ can be readily determined from the work of reference 7.

$$W_{2,\alpha} = -iU_{\infty}\alpha \left[\left(\sigma + \frac{R_{b}^{2}}{\sigma}\right)^{2} - \left(s + \frac{R_{b}^{2}}{s}\right)^{2} \right]^{1/2} - \sigma \right]$$
 (15)

$$\frac{W_{2,t}}{U_{\infty}} = \frac{1}{\pi} \int_{R_{b}}^{S} \frac{dZ_{w}(x,\xi)}{dx} \ln \left[\frac{(\sigma^{2} - \xi^{2})(\sigma^{2} - \frac{R_{b}^{4}}{\xi^{2}})}{\sigma^{4}} \right] d\xi$$

$$+ \frac{1}{2\pi} \left[S_{eb}'(x) + 4 Z_{w}(x, R_{b}) \frac{dR_{b}}{dx} \right] \ln \sigma \qquad (16)$$

$$\frac{W_{2,B}}{U_m} = \frac{S_{eb}(x)}{2\pi} \ln \sigma \tag{17}$$

where σ is the complex variable in the crossflow plane

$$o = y + iz \tag{18}$$

 $R_{\rm b}$ is the indented body radius, s - depending upon axial location - represents the local wing semispan of either the leading (s = $s_{\rm t}$) or trailing (s = $s_{\rm t}$) edge, and $Z_{\rm w}$ represents the wing ordinates. The velocity components associated with these potentials can be found by substituting those expressions into the general formulas:

$$u_{2,i} = \frac{\partial \psi_{2,i}}{\partial x} = R.P. \frac{\partial W_{2,i}}{\partial x}$$
 (19)

$$(v - w)_{2,i} = (\phi_{y} - i\phi_{z})_{2,i} = \frac{dW_{2,i}}{do}$$
 (20)

where the subscript i depends upon the particular potential in question and R.P. signifies the real part of a complex quantity.

These operations have been carried out and the resulting expressions, which are quite lengthy, are given in reference 7. It should be noted that, in the evaluation of the velocity components associated with the thickness problem $(W_{2,t})$, different sets of expressions are necessary depending on whether the point of interest is (1) at a general location, (2) on the wing surface, or (3) at the wing-body junction. These distinctions are required in order to account properly for the Cauchy singularities which appear in several of the integrals associated with the thickness velocity components. No such distinctions are required for the lifting $(W_{2,0})$ or equivalent thickness $(W_{2,0})$ problems.

Because of the symmetry of the class of wing-body combinations considered, nonlifting flows will produce no lateral forces or moments. The only force will be the longitudinal drag force which can be determined through the general formula,

$$D_{\alpha=0} = D_{eb} - \frac{\rho_{\infty}}{2} \left(\oint_{C_{t}} \phi_{2,t} \frac{\partial \phi_{2,t}}{\partial n} d\sigma_{t} - \oint_{C_{B}} \phi_{2,B} \frac{\partial \phi_{2,B}}{\partial n} d\sigma_{B} \right)$$
 (21)

where Deb represents the drag of the equivalent body while the other two terms involve the line integral along their respective contours (C, is the contour defined by the cross section of the wing-body combination while $C_{\mbox{\footnotesize B}}$ is the contour about the equivalent area circular cylinder) of the product of the appropriate velocity potential and the normal velocity associated with it. We note that the drag indicated by equation (21) refers to the inviscid drag of the configuration minus the base pressure drag. As pointed out in reference 8, there exist many shapes of aerodynamic interest for which the two integrals involved In particular, we note that if the equivalent body and the original body have the same shape and surface slope at the base, as is the case for configurations studied here, then since both integrals are carried out over the same contour along which $\phi_{2,t} = \phi_{2,B}$ $\partial \phi_{2,t}/\partial n = \partial \psi_{2,B}/\partial n$, the integrals cancel and $D_{\alpha=0} = D_{eb}$. If we define a drag coefficient C_D based upon the maximum cross-sectional area of the equivalent body, S_m , then

$$C_{D_{\alpha=0}} = C_{D_{eb}} = \frac{D_{eb}}{\frac{\rho_{\infty}}{2} U_{\infty}^2 S_m} = \frac{1}{S_m} \int_{0}^{X_b} C_{p_{eb}} S_{eb}^{(x)}(x) dx$$
 (22)

where \mathbf{X}_{b} is the axial location of the body base and \mathbf{C}_{peb} is the pressure coefficient on the surface of the nonlifting equivalent body and is equal to

$$c_{p_{eb}} = -2 \frac{u_{B}}{U_{\infty}} - \left(\frac{dR_{eb}(x)}{dx}\right)^{2}$$
 (23)

For the lifting situation, an exact analysis of the aerodynamic forces and moments, even within the framework of small disturbance theory, is quite formidable. The general formulas for determining the coefficients of lift, pitching moment, and drag are given by

$$C_{L} = \frac{L}{S_{m}q_{\infty}} = -\frac{2}{U_{\infty}} \oint_{C} \phi_{2,\alpha} d\sigma_{C}$$
 (24)

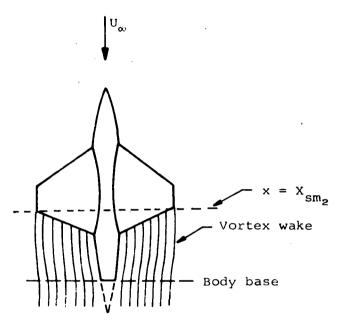
$$C_{m} = \frac{M_{V}}{q_{\infty} \cdot S_{m} \cdot \ell} = \frac{-1}{q_{\infty} \cdot S_{m} \cdot \ell} \int_{O}^{X} \xi \frac{dL(\xi)}{d\xi} d\xi$$
 (25)

$$c_{D_{t}} = \frac{D_{t}}{q_{\infty}S_{m}} = \frac{D_{eb}}{q_{\infty}S_{m}} - \frac{1}{S_{m}U_{\infty}^{2}} \left(\oint_{C} \phi_{2,\alpha} \frac{\partial \phi_{2,\alpha}}{\partial n} d\sigma_{c} + \oint_{C} \phi_{2,t} \frac{\partial \phi_{2,t}}{\partial n} d\sigma_{t} \right)$$

$$-\oint_{B}\phi_{2,B}\frac{\partial\phi_{2,B}}{\partial n}d\sigma_{B}$$
 (26)

where now the contour C, while still taken at the base of the body, must now account for the vortex wake which springs from the wing trailing edge and, as before, the drag given by equation (26) represents the inviscid drag minus the base pressure drag. Because the vortex lines near the body surface must follow the streamlines of the flow around the body, the vortex wake will not proceed parallel to the x axis,

in general, as it does in many simpler cases considered in slender body theory; but will move away from or toward the body axis to follow the lateral expansion or contraction of the flow field near the body as shown below.



The resulting flow at the body base is influenced by the wake and, consequently, is no longer independent of the flow at cross sections preceding it. The solution of problems of this type is discussed briefly in reference 9. In general, they are quite difficult to solve and since they are by no means unique to transonic slender body flows, their exact solution is clearly beyond the scope of the present investigation. Because the analysis presented here, however, remains valid up to the axial location of the wing tip trailing edge $x = X_{sm2}$ (i.e. as long as the edge of the wing remains a leading edge) an estimate can be made of these quantities by making the assumption that beyond that point the vortex sheet remains parallel to the x axis and does not vary with x. With this premise in mind, we can proceed to evaluate equations (24), (25), and (26). Carrying through the indicated operations (see ref. 7 for details), we arrive at the result that the coefficients of lift, drag, and pitching moment are given by

$$C_{L} = \frac{2\pi\alpha}{S_{m}} \left(s_{\ell}^{2} + \frac{R_{b}^{4}}{s_{\ell}^{2}} - R_{eb}^{2} \right) |_{x = X_{SM_{2}}}$$
 (27)

$$C_{D_{t}} = C_{D_{\alpha=0}} + \frac{\alpha}{2} C_{L}$$
 (28)

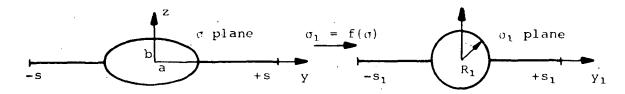
$$C_{m} = \frac{2\pi\alpha}{S_{m} \cdot \ell} \left[- \times \left(s_{\ell}^{2} + \frac{R_{b}^{4}}{s_{\ell}^{2}} - R_{eb}^{2} \right) \right|_{x = X_{sm_{2}}} + \int_{0}^{X_{r}\ell e_{1}} R_{eb}^{2} d\xi$$

$$+ \int_{X_{r\ell e_{1}}}^{X_{sm_{2}}} \left(s_{\ell}^{2} + \frac{R_{b}^{4}}{s_{\ell}^{2}} - R_{eb}^{2} \right) d\xi$$
 (29)

where the drag coefficient at zero lift $C_{\mathrm{D}_{\mathrm{Q}=\mathrm{O}}}$ is given by equation (22) and $X_{\mathrm{r}\ell\mathrm{e}_1}$ is the axial location of the point where the wing leading edge pierces the body surface.

Elliptic bodies.— The basic analysis of wing-body combinations composed of wings having finite tip chords with trailing edges that are either straight or sweptforward and bodies having indented elliptic cross sections such that the total cross-sectional area distribution equals the area of the original smooth body with elliptic cross section proceeds in a manner analogous to that used for the circular body shapes.

Apparently, the most direct approach consists of reducing the elliptic cross section to a circular one by use of the appropriate Joukowski transformation and then applying the methods used for the circular shapes. The transformation required to take the ellipse into the circle shown below



is given by

$$\sigma_1 = \frac{\sigma + \sqrt{\sigma^2 - c^2}}{2} \tag{30}$$

where

$$c^2 = a^2 - b^2$$
 (31)

and

$$\sigma_1 = y_1 + iz_1 \tag{32}$$

This takes the ellipse into a circle of radius

$$R_1 = \frac{(a + b)}{2} \tag{33}$$

and the semispan s into the shortened semispan

$$s_1 = \frac{s + \sqrt{s^2 - c^2}}{2} \tag{34}$$

The potentials $W_{2,\alpha}$, $W_{2,t}$, and $W_{2,B}$ are then given by

$$\frac{W_{2,\alpha}}{U_{\infty}} = -i\alpha \left[\left(o_1 + \frac{R_1^2}{o_1} \right)^2 - \left(s_1 + \frac{R_1^2}{s_1} \right)^2 \right]^{1/2} - o$$
 (35)

$$\frac{W_{2,t}}{U_{\infty}} = \frac{1}{\pi} \int_{R_{1}}^{S_{1}} \frac{dZ_{w}(x,\xi_{1} + \frac{c^{2}}{4\xi_{1}^{2}})}{dx} = \ln \left[\frac{(\sigma_{1}^{2} - \xi_{1}^{2})(\sigma_{1}^{2} - \frac{R_{1}^{4}}{\xi_{1}^{2}})}{\sigma_{1}^{4}} \right] \left(1 - \frac{c^{2}}{4\xi_{1}^{2}}\right) d\xi_{1}$$

$$+\left(\frac{S_{eb}'(x)}{2\pi} + 2 Z_{w}(x,a) \frac{da}{dx}\right) \ln \sigma_{1}$$
 (36)

$$\frac{W_{2,B}}{U_{\infty}} = \frac{S_{eb}'(x)}{2\pi} \ln \sigma$$
 (37)

The velocity components associated with these potentials are found through the operations

$$u_{2,i} = R.P. \frac{\partial w_{2,i}}{\partial x}$$
 (38)

$$(v - w)_{2,i} = \frac{dW_{2,i}}{do_1} \frac{do_1}{do}$$
 (39)

These have been carried out and are given in reference 7 where it must be remembered in those formulas that depending upon axial location s_1 represents either the leading $(s_1 = s_{1\ell})$ or trailing $(s_1 = s_{1\ell})$ edge in the transformed plane. For the case of nonlifting flows about these classes of symmetric configurations, no lateral forces or moments exist so that the only force present is the longitudinal drag force. This can be determined through the use of equation (21) where now the contributions of the two line integrals do not cancel since the contour over which the product ϕ_2 , the $\partial \phi_2$, then is evaluated is the elliptic cross section at the base of the body whereas the contour for evaluating ϕ_2 , bhere $\partial \phi_2$, be a degree of the circular cross section of the equivalent body. Carrying out the indicated operations, we find that the drag coefficient of this general class of nonlifting elliptic wing-body combinations is

$$C_{D_{i,i=0}} = C_{D_{eb}} - \frac{1}{S_{m}} \left(\frac{S_{eb}^{i}(x)}{2\pi} \right)^{2} 2 \left[\frac{2}{\lambda} \ln \left(\frac{a(\lambda+1)}{2\lambda} \right) K \left(\frac{\sqrt{\lambda^{4}-1}}{\lambda^{2}} \right) - \pi \ln R_{eb} \right]$$
(40)

where C_{Deb} is the drag coefficient of the nonlifting equivalent body and is given by equation (22), and $K(\xi)$ is the complete elliptic integral of the first kind.

For lifting flows at small angles of attack about these configurations, if we apply the same assumptions regarding the trailing vortex wake as were made for the circular body case, then the evaluation of equations (24), (25), and (26) provides the following results for the lift, pitching moment, and drag coefficients.

$$C_{L} = \frac{2\pi\alpha}{s_{m}} \left\{ \left(\frac{s_{\ell} + \sqrt{s_{\ell}^{2} - c^{2}}}{2} \right)^{2} \left[1 + \frac{2c^{2}}{(s_{\ell} + \sqrt{s_{\ell}^{2} - c^{2}})^{2}} + \left(\frac{a + b}{s_{\ell} + \sqrt{s_{\ell}^{2} - c^{2}}} \right)^{4} \right] - R_{eb}^{2} \right\} \Big|_{x=X_{sm_{2}}}$$

$$C_{m} = \frac{2\pi\alpha}{s_{m} \cdot \ell} \left(-x \left\{ \left(\frac{s_{\ell} + \sqrt{s_{\ell}^{2} - c^{2}}}{2} \right)^{2} \left[1 + \frac{2c^{2}}{(s_{\ell} + \sqrt{s_{\ell}^{2} - c^{2}})^{2}} + \lambda \int_{0}^{X_{r} \ell e_{1}} R_{eb}^{2}(x) dx \right] + \left(\frac{a + b}{s_{\ell} + \sqrt{s_{\ell}^{2} - c^{2}}} \right)^{4} - R_{eb}^{2} \Big|_{x=X_{sm_{2}}} + \lambda \int_{0}^{X_{r} \ell e_{1}} R_{eb}^{2}(x) dx \right] + \int_{X_{r} \ell e_{1}}^{X_{sm_{2}}} \left(\left(\frac{s_{\ell} + \sqrt{s_{\ell}^{2} - c^{2}}}{2} \right)^{2} \left[1 + \frac{2c^{2}}{(s_{\ell} + \sqrt{s_{\ell}^{2} - c^{2}})^{2}} + \left(\frac{a + b}{s_{\ell} + \sqrt{s_{\ell}^{2} - c^{2}}} \right)^{4} - R_{eb}^{2} \right) dx \right]$$

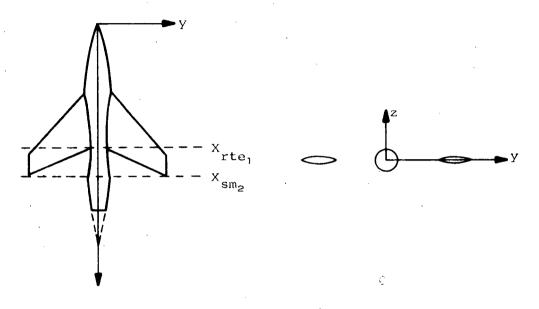
$$(42)$$

$$C_{D_{t}} = C_{D_{\alpha=0}} + \frac{\alpha}{2} C_{L}$$
 (43)

where $c_{\mathrm{D}_{\alpha=0}}$ is the drag coefficient at zero lift and is given by equation (40).

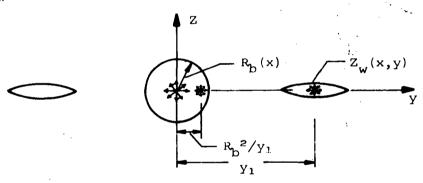
Sweptback Trailing Edge Planforms

<u>Circular bodies</u>.- For finite thickness wing-indented circular body combinations having sweptback trailing edges, as illustrated below.



new potential solutions are required to account for the gap between wing and body cross sections which appear in the crossflow plane between the axial locations $\mathbf{x} = \mathbf{X}_{\text{rte}_1}$ and $\mathbf{x} = \mathbf{X}_{\text{sm}_2}$. For lifting flows, the analysis is complicated even with the previously made assumption that the vortex sheet eminating from the trailing edge remains parallel to the \mathbf{x} axis beyond the point $\mathbf{x} = \mathbf{X}_{\text{sm}_2}$. This is due to the presence of the vortex sheet in the gap between the wing and body from $\mathbf{X}_{\text{rte}_1}$ to \mathbf{X}_{sm_2} . Consequently, the flow at any axial station beyond $\mathbf{X}_{\text{rte}_1}$ is influenced by the wake ahead of it and is no longer independent of the flow at preceding cross sections. Thus, the simplified analysis which was valid for lifting flows about wings with straight or sweptforward trailing edges - i.e. for cases where the edge of the wing always remained a leading edge - does not apply here. A new potential solution for $\mathbf{W}_{2,\alpha}$ is required and this is beyond the work scope of the present investigation.

One of the primary goals of this study, however, is to determine the potential $W_{2,t}$ associated with the thickness problem for configurations of this type. For $x < X_{rte_1}$, equation (16) is valid. For $X_{rte_1} < x < X_{sm_2}$, a new potential must be developed to account for the x_{rte_1} gap between the wing and body. This is accomplished by using an extension of the method developed by Stocker in reference 10. That method is based upon the method of singularities and models the wing thickness by placing a continuous distribution of two-dimensional incompressible sources (or sinks) along the wing chordal plane together with their appropriate images within the body. The body itself is represented by a source (or sink) at the origin. Although originally developed for a wing attached to a body, this method can accommodate such a wing body as shown below



by distributing sources (or sinks) only along the wing and appropriately imaging them within the body. This method thus provides the following expression for the complex potential $W_{2,t}(x,y,z)$:

$$\frac{W_{2,t}}{U_{\infty}} = \frac{1}{\pi} \int_{s_{t}}^{s_{\ell}} \frac{dZ_{w}(x,\xi)}{dx} \ln \left[\frac{(\sigma^{2} - \xi^{2})(\sigma^{2} - \frac{R_{b}^{4}}{\xi^{2}})}{\sigma^{2}} \right] d\xi + \frac{S_{b}^{*}(x)}{2\pi} \ln \sigma$$

$$(X_{rte_{1}} < x < X_{sm_{2}}) \tag{44}$$

Since for sweptback trailing edges with $X_{\text{rte}_1} < x < X_{\text{sm}_2}$, the equivalent body area distribution and actual body area distribution are related through the expression

$$S_{eb}(x) = S_b(x) + 4 \int_{S_t}^{S_{\ell}} Z_w(x,y) dy$$
 (45)

we can write the alternate form

$$\frac{W_{2,t}}{U_{\infty}} = \frac{1}{\pi} \int_{s_{t}}^{s_{\ell}} \frac{dZ_{w}(x,\xi)}{dx} \ln \left[\frac{(\sigma^{2} - \xi^{2})(\sigma^{2} - \frac{R_{b}^{4}}{\xi^{2}})}{\sigma^{4}} \right] d\xi + \frac{S_{eb}^{1}(x)}{2\pi} \ln \sigma$$

$$(X_{rte_{1}} < x < X_{sm_{2}}) \qquad (46)$$

The velocity components associated with this potential are determined through equations (19) and (20). As in the case of straight or sweptforward trailing edges, proper account must be taken of the familiar Cauchy singularity which appears in several of the integrals associated with these velocity components on the wing surface. If, because of the symmetry of these configurations, we restrict attention to the first quadrant of the crossflow plane $(y \ge 0, z \ge 0)$, the following results are obtained. For points at any general location but not on the wing surface,

$$\frac{\mathbf{u}_{2},t}{\mathbf{U}_{\infty}} = \frac{1}{2\pi} \left(\int_{\mathbf{S}_{t}}^{\mathbf{S}} \ell \frac{\mathrm{d}^{2}\mathbf{Z}_{w}(\mathbf{x},\xi)}{\mathrm{d}\mathbf{x}^{2}} \times \right)$$

$$\ln \left(\frac{\left[z^2 + (y - \xi)^2\right] \left[z^2 + (y + \xi)^2\right] \left[z^2 + (y - \frac{R_b^2}{\xi})^2\right] \left[z^2 + (y + \frac{R_b^2}{\xi})^2\right]}{\left(z^2 + y^2\right)^4} \right) d\xi$$

$$+ 4R_{b} \frac{dR_{b}}{dx} \int_{s_{t}}^{s_{l}} \frac{dZ_{w}(x,\xi)}{dx} \frac{1}{\xi} \left[\frac{y + \frac{R_{b}^{2}}{\xi}}{z^{2} + (y + \frac{R_{b}^{2}}{\xi})^{2}} - \frac{y - \frac{R_{b}^{2}}{\xi}}{z^{2} + (y - \frac{R_{b}^{2}}{\xi})^{2}} \right] d\xi$$

$$+ \frac{dZ_{\mathbf{w}}(x,s_{\ell})}{dx} \frac{ds_{\ell}}{dx} \times$$

$$\ln \left\{ \frac{\left[z^{2} + (y - s_{\ell})^{2}\right] \left[z^{2} + (y + s_{\ell})^{2}\right] \left[z^{2} + (y - \frac{R_{b}^{2}}{s_{\ell}})^{2}\right] \left[z^{2} + (y + \frac{R_{b}^{2}}{s_{\ell}})^{2}\right]}{\left(z^{2} + y^{2}\right)^{4}} \right\}$$

$$-\frac{dz_w(x,s_t)}{dx}\frac{ds_t}{dx} \times$$

$$\ln \left\{ \frac{\left[z^{2} + (y - s_{t})^{2}\right] \left[z^{2} + (y + s_{t})^{2}\right] \left[z^{2} + (y - \frac{R_{b}^{2}}{s_{t}})^{2}\right] \left[z^{2} + (y + \frac{R_{b}^{2}}{s_{t}})^{2}\right]}{(z^{2} + y^{2})^{4}} \right\}$$

$$+\frac{S_{eb}^{"}(x)}{2} \ln \left[z^2 + y^2\right]$$
 (47)

$$\frac{v_{2},t}{U_{\infty}} = \frac{1}{\pi} \left\{ \int_{\xi_{t}}^{\xi_{t}} \frac{dZ_{w}(x,\xi)}{dx} \left[\frac{y-\xi}{z^{2}+(y-\xi)^{2}} + \frac{y+r}{z^{2}+(y+\xi)^{2}} + \frac{y-\frac{R_{b}^{2}}{\xi}}{z^{2}+(y-\frac{R_{b}^{2}}{\xi})^{2}} + \frac{y-\frac{R_{b}^{2}}{\xi}}{z^{2}+(y-\frac{R_{b}^{2}}{\xi})^{2}} \right] d\xi + \frac{y}{z^{2}+y^{2}} \left(-4 \int_{\xi_{t}}^{\xi_{t}} \frac{dZ_{w}(x,\xi)}{dx} d\xi + \frac{S_{eb}(x)}{2} \right) \right\}$$

$$\frac{w_{2},t}{U_{\infty}} = \frac{1}{\pi} \left\{ z \int_{\xi_{t}}^{\xi_{t}} \frac{dZ_{w}(x,\xi)}{dx} \left[\frac{1}{z^{2}+(y-z)^{2}} + \frac{1}{z^{2}+(y+\xi)^{2}} + \frac{1}{z^{2}+(y-\frac{R_{b}^{2}}{\xi})^{2}} + \frac{1}{z^{2}+(y-\frac{R_{b}^{2}}{\xi})^{2}} + \frac{1}{z^{2}+(y-\frac{R_{b}^{2}}{\xi})^{2}} \right\} d\xi + \frac{z}{z^{2}+y^{2}} \left(-4 \int_{R_{b}}^{\xi_{t}} \frac{dZ_{w}(x,\xi)}{dx} d\xi + \frac{S_{eb}(x)}{2} \right) \right\}$$

$$(49)$$

For points on the wing surface, i.e. z = 0, $s_t < y < s_{\ell}$:

$$\begin{split} \frac{u_{2,t}}{U_{\infty}} &= \frac{1}{2\pi} \Biggl\{ \int_{\xi}^{\xi} \frac{d^{2}Z_{w}(x,\xi)}{dx^{2}} & \ln \left[\frac{(y+\xi)^{2} - (y+\frac{R_{b}^{2}}{\xi})^{2} (y-\frac{R_{b}^{2}}{\xi})^{2}}{y^{4}} \right] d\xi \\ &+ \int_{\xi}^{\xi} \Biggl(\frac{d^{2}Z_{w}(x,\xi)}{dx^{2}} - \frac{d^{2}Z_{w}(x,y)}{dx^{2}} \Biggr) \ln \left[\left(\frac{y-\xi}{y} \right)^{2} \right] d\xi \\ &+ 4R_{b} \frac{dR_{b}}{dx} \frac{1}{y} \int_{\xi}^{\xi} \frac{dZ_{w}(x,\xi)}{dx} \left[\frac{1}{\xi + \frac{R_{b}^{2}}{y}} - \frac{1}{\xi - \frac{R_{b}^{2}}{y}} \right] d\xi \\ &+ 2 \frac{d^{2}Z_{w}(x,y)}{dx^{2}} \left\{ (s_{\ell} - y) \left[\ln \left(\frac{s_{\ell} - y}{y} \right) - 1 \right] + (y - s_{t}) \left[\ln \left(\frac{y-s_{t}}{y} \right) - 1 \right] \right\} \end{split}$$

(Continued on next page)

We note that in this case no singularities occur on the body surface or in the gap between the wing and body. At the leading and trailing edges of the wing, however, the characteristic logarithmic singularity associated with two-dimensional incompressible flow at a sharp edge appears.

As before, the thickness potential for the equivalent body cross section $W_{2,B}$ is given by equation (17). Because of the symmetry of these configurations, nonlifting flows will produce no lateral forces or

moments but only a longitudinal drag force. Since, as is the usual case of realistic wing-body combinations, the configurations considered herein have the body base located aft of the trailing edge of the wing tip chord (i.e. $X_h > X_{sm_2}$), the drag coefficient at zero lift is given by

$$c_{D_{\alpha=0}} = c_{D_{eb}}$$
 (53)

where C_{Deb} is the drag coefficient of the equivalent body of revolution and is given by equation (22).

<u>Elliptic bodies.</u>— For the wing-body combinations with indented elliptic cross section and sweptback trailing edges, equation (36) for W_{2} , t applies for $x < X_{\text{rte}_{1}}$. For $X_{\text{rte}_{1}} < x < X_{\text{sm}_{2}}$, use of the Joukowski transformation, equation (30), provides the result that

$$\frac{W_{2,t}(\sigma_{1})}{U_{\infty}} = \frac{1}{\pi} \int_{S_{1}}^{S_{1}} \frac{dZ_{w}(x,\xi_{1} + \frac{c^{2}}{4\xi_{1}^{2}})}{dx} \ln \left[\frac{(\sigma_{1}^{2} - \xi_{1}^{2})(\sigma_{1}^{2} - \frac{R_{1}^{4}}{\xi_{1}^{2}})}{\sigma_{1}^{4}} \right] \left(1 - \frac{c^{2}}{4\xi_{1}^{2}} \right) d\xi_{1} + \frac{S_{eb}^{i}(x)}{2\pi} \ln \sigma_{1} \tag{54}$$

If we define the following quantities

$$q_1 + iq_2 = \frac{1}{\sigma_1^2 - \frac{c^2}{4}}$$
 (55)

$$q_3 + iq_4 = \frac{\sigma_1}{\sigma_1^2 - \frac{c^2}{4}}$$
 (56)

$$q_5 + iq_6 = \frac{\sigma_1^2}{\sigma_1^2 - \frac{c^2}{4}}$$
 (57)

and again restrict attention to the first quadrant of the crossflow plane, equations (38) and (39) provide the following results for the velocity components. For a point at general location but not on the wing surface,

$$\frac{u_{2,t}}{U_{\infty}} = \frac{1}{2\pi} \left(\int_{s_{1t}}^{s_{1}\ell} \frac{d^{2}Z_{w}(x,\xi + \frac{c^{2}}{4\xi_{1}})}{dx^{2}} \times \right)$$

$$\ln \left(\frac{\left[z_{1}^{2} + (y_{1} - z_{1})^{2} \right] \left[z_{1}^{2} + (y_{1} + z_{1})^{2} \right] \left[z_{1}^{2} + (y_{1} - \frac{R_{1}^{2}}{\xi_{1}})^{2} \right] \left[z_{1}^{2} + (y_{1} + \frac{R_{1}^{2}}{\xi_{1}})^{2} \right]}{(z_{1}^{2} + y_{1}^{2})^{4}} \right) \times$$

$$(1 - \frac{c^2}{4\xi_1^2}) d\xi_1$$

$$+ \left(\frac{\lambda^2 - 1}{\lambda^2}\right) a \frac{da}{dx} \left(-2 q_1 \int_{s_t}^{s} dz_w(x, \xi) dx\right) d\xi$$

$$+ \left(\frac{\lambda + 1}{\lambda - 1}\right) \left[-q_{5} \int_{1}^{s_{1}} \frac{dZ_{w}(x, \xi_{1} + \frac{c^{2}}{4\xi_{1}})}{dx} \frac{1}{\xi_{1}} \frac{(y_{1} - \frac{R_{1}^{2}}{\xi_{1}})}{z_{1}^{2} + (y_{1}^{2} - \frac{R_{1}^{2}}{\xi_{1}})^{2}} d\xi_{1}\right]$$

$$- q_{6} z_{1} \int_{s_{1}}^{s_{1}} \frac{dz_{w}(x, \xi_{1} + \frac{c^{2}}{4\xi_{1}})}{dx} \frac{1}{\xi_{1}} \frac{d\xi_{1}}{z_{1}^{2} + (y_{1} - \frac{R_{1}^{2}}{\xi_{1}})^{2}}$$

$$+ q_{5} \int_{\xi_{1}}^{\xi_{1}} \frac{dZ_{w}(x, \xi_{1} + \frac{c^{2}}{4\xi_{1}})}{dx} \frac{1}{\xi_{1}} \frac{y_{1} + \frac{R_{1}^{2}}{\xi_{1}}}{z_{1}^{2} + (y_{1} + \frac{R_{1}^{2}}{\xi_{1}})^{2}} d\xi_{1}$$

$$+ q_{6} z_{1} \int_{\xi_{1}}^{\xi_{1}} \frac{dz_{w}(x, \xi_{1} + \frac{c^{2}}{4\xi_{1}})}{dx} \frac{1}{\xi_{1}} \frac{d\xi_{1}}{z_{1}^{2} + (y_{1} + \frac{R_{1}^{2}}{\xi_{1}})^{2}}$$

$$+ \frac{c^{2}}{4} \left[q_{3} \int_{s_{1}}^{s_{1}} \frac{dz_{w}(x,\xi_{1} + \frac{c^{2}}{4\xi_{1}})}{dx} \frac{1}{\xi_{1}^{2}} \frac{(y_{1} - \frac{R_{1}^{2}}{\xi_{1}})}{z_{1}^{2} + (y_{1} - \frac{R_{1}^{2}}{\xi_{1}})^{2}} d\xi_{1} \right]$$
(Continued or next page)

$$+ q_{4} z_{1} \int_{s_{1}}^{s_{1}} \frac{dz_{w}(x, \xi_{1} + \frac{c^{2}}{4\xi_{1}})}{dx} \frac{1}{\xi_{1}^{2}} \frac{d\xi_{1}}{z_{1}^{2} + (y_{1} - \frac{R_{1}^{2}}{\xi_{1}})^{2}}$$

$$+ q_{3} \int_{s_{1}}^{s_{1}} \frac{dz_{w}(x,\xi_{1} + \frac{c^{2}}{4\xi_{1}})}{dx} \frac{1}{\xi_{1}^{2}} \frac{(y_{1} + \frac{R_{1}^{2}}{\xi_{1}})}{z_{1}^{2} + (y_{1} + \frac{R_{1}^{2}}{\xi_{1}})^{2}} d\xi_{1}$$

$$+ q_{4} z_{1} \int_{s_{1}}^{s_{1}} \frac{dz_{w}(x, \xi_{1} + \frac{c^{2}}{4\xi_{1}})}{dx} \frac{1}{\xi_{1}^{2}} \frac{d\xi_{1}}{z_{1}^{2} + (y_{1} + \frac{R_{1}^{2}}{\xi_{1}})^{2}} \right]$$

$$- \frac{\lambda^{2}-1}{\lambda^{2}} \quad a \quad \frac{\mathrm{da}}{\mathrm{dx}} \quad q_{1} \left(-4 \int_{s_{t}}^{s_{\ell}} \frac{\mathrm{dz}_{w}(x,\xi)}{\mathrm{dx}} \right) d\xi + \frac{s_{eb}(x)}{2} + \frac{\mathrm{dz}_{w}(x,s_{\ell})}{\mathrm{dx}} \frac{\mathrm{ds}_{\ell}}{\mathrm{dx}} \times$$

$$\ln \left(\frac{\left[z_{1}^{2} + (s_{1} - y_{1})^{2} \right] \left[z_{1}^{2} + (s_{1} + y_{1})^{2} \right] \left[z_{1}^{2} + (y_{1} - \frac{R_{1}^{2}}{s_{1}})^{2} \right] \left[z_{1}^{2} + (y_{1} + \frac{R_{1}^{2}}{s_{1}})^{2} \right]}{(z_{1}^{2} + y_{1}^{2})^{4}} \right)$$

$$- \frac{dZ_{w}(x, s_{t})}{dx} \frac{ds_{t}}{dx} \times$$

$$\ln \left(\frac{ \left[z_{1}^{2} + (y_{1} - s_{1})^{2} \right] \left[z_{1}^{2} + (y_{1} + s_{1})^{2} \right] \left[z_{1}^{2} + (y_{1} - \frac{R_{1}^{2}}{s_{1}})^{2} \right] \left[z_{1}^{2} + (y_{1} + \frac{R_{1}^{2}}{s_{1}})^{2} \right]}{t} \right) }{(z_{1}^{2} + y_{1}^{2})^{4}}$$

$$+ \frac{S_{eb}''(x)}{2} \ln (z_1^2 + y_1^2)$$
 (58)

$$\frac{v_{2,t}}{U_{\infty}} = \frac{1}{\pi} \left\{ q_{5} \int_{s_{1}}^{s_{1}} \frac{dZ_{w}(x,\xi_{1} + \frac{c^{2}}{4\xi_{1}})}{dx} \left[\frac{y_{1} - \xi_{1}}{z_{1}^{2} + (y_{1} - \xi_{1})^{2}} + \frac{y_{1} + \xi_{1}}{z_{1}^{2} + (y_{1} + \xi_{1})^{2}} \right] \right\} + \frac{y_{1} - \frac{R_{1}^{2}}{\xi_{1}}}{z_{1}^{2} + (y_{1} - \frac{R_{1}^{2}}{\xi_{1}})^{2}} + \frac{y_{1} + \frac{R_{1}^{2}}{\xi_{1}}}{z_{1}^{2} + (y_{1} + \frac{R_{1}^{2}}{\xi_{1}})^{2}} \left[1 - \frac{c^{2}}{4\xi_{1}^{2}} \right] d\xi_{1}$$

$$+ q_{6}z_{1} \int_{s_{1}}^{s_{1}} \frac{dZ_{w}(x,\xi_{1} + \frac{c^{2}}{4\xi_{1}})}{dx} \left[\frac{1}{z_{1}^{2} + (y_{1} - \xi_{1})^{2}} + \frac{1}{z_{1}^{2} + (y_{1} + \xi_{1})^{2}} \right] d\xi_{1}$$

$$+ \frac{1}{z_{1}^{2} + (y_{1} - \frac{R_{1}^{2}}{\xi_{1}})^{2}} + \frac{1}{z_{1}^{2} + (y_{1} + \frac{R_{1}^{2}}{\xi_{1}})^{2}} \left[1 - \frac{c^{2}}{4\xi_{1}^{2}} \right] d\xi_{1}$$

$$+ \frac{q_{6}y_{1} + q_{6}z_{1}}{z_{1}^{2} + y_{1}^{2}} \left(-4 \int_{s}^{s_{1}} \frac{dZ_{w}(x,\xi)}{dx} d\xi + \frac{s_{eb}(x)}{2} \right) \right)$$
(59)

$$\begin{split} \frac{w_{2,t}}{U_{\infty}} &= \frac{1}{\pi} \left\{ -q_{6} \int_{1}^{s_{1}} \frac{dZ_{w}(x,\xi_{1} + \frac{c^{2}}{4\xi_{1}})}{dx} \cdot \left[\frac{y_{1} - \xi_{1}}{z_{1}^{2} + (y_{1} - \xi_{1})^{2}} + \frac{y_{1} + \xi_{1}}{z_{1}^{2} + (y_{1} + \xi_{1})^{2}} + \frac{y_{1} + \frac{R_{1}^{2}}{\xi_{1}}}{z_{1}^{2} + (y_{1} - \frac{R_{1}^{2}}{\xi_{1}})^{2}} + \frac{y_{1} + \frac{R_{1}^{2}}{\xi_{1}}}{z_{1}^{2} + (y_{1} + \frac{R_{1}^{2}}{\xi_{1}})^{2}} \right] \left(1 - \frac{c^{2}}{4\xi_{1}^{2}} \right) d\xi_{1} \\ &+ q_{5}z_{1} \int_{s_{1}}^{s_{1}} \frac{dZ_{w}(x,\xi_{1} + \frac{c^{2}}{4\xi_{1}})}{dx} \left[\frac{1}{z_{1}^{2} + (y_{1} - \xi_{1})^{2}} + \frac{1}{z_{1}^{2} + (y_{1} + \xi_{1})^{2}} \right] d\xi_{1} \end{split}$$

(Continued on next page)

$$+ \frac{1}{z_{1}^{2} + (y_{1} - \frac{R_{1}^{2}}{\xi_{1}})^{2}} + \frac{1}{z_{1}^{2} + (y_{1} + \frac{R_{1}^{2}}{\xi_{1}})^{2}} \left(1 - \frac{c^{2}}{4\xi_{1}^{2}}\right) d\xi_{1}$$

$$+ \frac{q_{5}z_{1} - q_{8}y_{1}}{z_{1}^{2} + y_{1}^{2}} \left(-4 \int_{S}^{S\ell} \frac{dZ_{w}(x, \xi)}{dx} d\xi + \frac{S_{eb}^{(x)}(x)}{2}\right) d\xi_{1}$$

$$(60)$$

For points on the wing surface, i.e., z = 0, $s_t < y < s_\ell$ (or equivalently $z_1 = 0$, $s_{1t} < y_1 < s_{1\ell}$),

$$\frac{u_{2,t}}{U_{m}} =$$

$$\frac{1}{2\pi} \left\{ \int_{s_{1}_{t}}^{s_{1}_{\ell}} \frac{d^{2}Z_{w}(x,\xi_{1},+\frac{c^{2}}{4\xi_{1}})}{dx^{2}} \ln \left[\frac{(y_{1}+\xi_{1})^{2}(y_{1}+\frac{R_{1}^{2}}{\xi_{1}})^{2}(y_{1}-\frac{R_{1}^{2}}{\xi_{1}})^{2}}{y_{1}^{6}} \right] \left(1-\frac{c^{2}}{4\xi_{1}^{2}}\right) d\xi_{1}$$

$$+ \int_{s_{1_{+}}}^{s_{1}} \left(\frac{d^{2}Z_{w}(x,\xi_{1} + \frac{c^{2}}{4\xi_{1}})}{dx^{2}} - \frac{d^{2}Z_{w}(x,y_{1} + \frac{c^{2}}{4y_{1}})}{dx^{2}} \right) \ln \left[\left(\frac{y_{1} - \xi_{1}}{y_{1}} \right)^{2} \right] \left(1 - \frac{c^{2}}{4\xi_{1}^{2}} \right) d\xi_{1}$$

$$+ \frac{d^{2}Z_{w}(x, y_{1} + \frac{c^{2}}{4y_{1}})}{dx^{2}} 2 (s_{1} - y_{1}) \left[\ln \left(\frac{s_{1} - y_{1}}{y_{1}} \right) - 1 \right] + (y_{1} - s_{1}) \left[\ln \left(\frac{y_{1} - s_{1}}{y_{1}} \right) - 1 \right]$$

$$- \frac{c^2}{4} \frac{1}{y_1} \left[\left(\frac{s_{1_{\ell}} - y_1}{s_{1_{\ell}}} \right) \, \ln \left(\frac{s_{1_{\ell}} - y_1}{y_1} \right) \, + \left(\frac{y_1 - s_{1_t}}{s_{1_t}} \right) \, \ln \left(\frac{y_1 - s_{1_t}}{y_1} \right) \, - \, \ln \left(\frac{s_{1_{\ell}}}{s_{1_t}} \right) \right]$$

$$+\left(\frac{\lambda^{2}-1}{\lambda^{2}}\right) a \frac{da}{dx} \left[-2 q_{1} \int_{s_{t}}^{s_{\ell}} \frac{dz_{w}(x,\xi)}{dx} d\xi - q_{1} \left(-4 \int_{s_{t}}^{s_{\ell}} \frac{dz_{w}(x,\xi)}{dx} d\xi + \frac{s_{eb}^{-}(x)}{2}\right)\right]$$

(Continued on next page)

$$+\left(\frac{\lambda+1}{\lambda-1}\right)\frac{q_{5}}{y_{1}}\left[-\int_{s_{1}}^{s_{1}\ell}\frac{\frac{dZ_{w}(x,\xi_{1}+\frac{c^{2}}{4\xi_{1}})}{dx}}{\xi_{1}-\frac{R_{1}^{2}}{y_{1}}}d\xi_{1}+\int_{s_{1}t}^{s_{1}\ell}\frac{dZ_{w}(x,\xi_{1}+\frac{c^{2}}{4\xi_{1}})}{dx}d\xi_{1}\right]$$

$$+ \frac{c^{2}}{4} \frac{q_{3}}{y_{1}} \left[\int_{s_{1}_{t}}^{s_{1}_{\ell}} \frac{\frac{dz_{w}(x,\xi_{1} + \frac{c^{2}}{4\xi_{1}})}{dx}}{\xi_{1}(\xi_{1} - \frac{R_{1}^{2}}{y_{1}})} d\xi_{1} + \int_{s_{1}_{t}}^{s_{1}_{\ell}} \frac{dz_{w}(x,\xi_{1} + \frac{c^{2}}{4\xi_{1}})}{\frac{dx}{\xi_{1}(\xi_{1} + \frac{R_{1}^{2}}{y_{1}})}} d\xi_{1} \right] \right]$$

$$+ \frac{dz_{\mathbf{w}}(\mathbf{x}, \mathbf{s}_{\ell})}{d\mathbf{x}} \frac{ds_{\ell}}{d\mathbf{x}} \ln \left[\frac{(s_{1} - y_{1})^{2}(s_{1} + y_{1})^{2}(y_{1} - \frac{R_{1}^{2}}{s_{1}_{\ell}})^{2}(y_{1} + \frac{R_{1}^{2}}{s_{1}_{\ell}})^{2}}{y_{1}^{8}} \right]$$

$$-\frac{dz_{w}(x,s_{t})}{dx}\frac{ds_{t}}{dx} \ln \left[\frac{(y_{1}-s_{1})^{2}(y_{1}+s_{1}_{t})^{2}(y_{1}-\frac{R_{1}^{2}}{s_{1}})^{2}(y+\frac{R_{1}^{2}}{s_{1}})^{2}}{y_{1}^{8}} \right]$$

$$+\frac{S_{eb}''(x)}{2} \ln (y_1^2)$$
 (61)

$$\frac{v_{2,t}}{v_{\infty}} = \frac{q_{5}}{\pi} \left[\int_{s_{1}}^{s_{1}} \frac{dZ_{w}(x,\xi_{1} + \frac{c^{2}}{4\xi_{1}})}{dx} \left(\frac{1}{y_{1} + \xi_{1}} + \frac{1}{y_{1} + \frac{R_{1}^{2}}{\xi_{1}}} + \frac{1}{y - \frac{R_{1}^{2}}{\xi_{1}}} \right) \left(1 - \frac{c^{2}}{4\xi_{1}^{2}} \right) d\xi_{1} \right] \\
- \int_{s_{1}}^{s_{1}} \frac{dZ_{w}(x,\xi_{1} + \frac{c^{2}}{4\xi_{1}})}{dx} \frac{dZ_{w}(x,y_{1} + \frac{c^{2}}{4y_{1}})}{dx} \left(1 - \frac{c^{2}}{4\xi_{1}^{2}} \right) d\xi_{1} \\
- \frac{dZ_{w}(x,y_{1} + \frac{c^{2}}{4y_{1}})}{dx} \left(\ln \left(\frac{s_{1} - y_{1}}{y_{1} - s_{1}} \right) + \frac{c^{2}}{4} \left[\frac{1}{y_{1}^{2}} \left[\ln \left(\frac{s_{1} \ell}{s_{1}} \right) \right] \right) \\
- \ln \left(\frac{s_{1} \ell - y_{1}}{y_{1} - s_{1}} \right) \right] + \frac{1}{y_{1}} \left(\frac{s_{1} \ell - s_{1}}{s_{1} \ell} + \frac{s_{1} \ell}{s_{1}} \right) \right] \right) \\
+ \left(-4 \int_{s_{1}}^{s} \frac{dZ_{w}(x,\xi)}{dx} d\xi + \frac{s_{1} \ell}{2} \left(x \right) \frac{1}{y_{1}} \right) d\xi_{1} d\xi_{1} d\xi_{1} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{2} d\xi_{1} d\xi_{1} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{1} d\xi_{1} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{1} d\xi_{1} d\xi_{1} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{2} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{1} d\xi_{2} d\xi_{2} d\xi_{2} d\xi_{1} d\xi_{2} d\xi$$

$$\frac{w_{2,t}}{U_{\infty}} = \frac{dZ_{w}(x,y)}{dx}$$
 (63)

The drag coefficient at zero lift $C_{D_{\alpha=0}}$ of this class of configurations is given by equation (40).

RESULTS AND DISCUSSION

While experimental verification of the theory is considered essential, particularly at this stage of development, there is not available at the present time experimental data for transonic flows about wing-indented body combinations suitable for comparison with theory developed here. Although a parallel experimental program was originally considered for a typical member of the class of configurations described herein, that program has, unfortunately, been delayed. Corsequently, experimental verification of the theory, particularly for pressure distribution comparisons which are vital in assessing the validity of the assumptions of the theory within the various regions (body surface, wing surface, wing-body junction, wing leading and trailing edges, etc.) of the near flow field of these configurations will have to be deferred.

In order to illustrate the general behavior of the theoretical results for transonic flows about the slender wing-body combinations considered here, the surface and flow field pressure distributions for several typical members of the classes of configurations described previously are given in figures 4 through 7. For example, in figure 4 pressure distributions are presented for a finite thickness wing-indented circular body combination with a nonzero taper ratio and straight trailing edge in which the equivalent body is a parabolic-arc of thickness ratio $D/\ell = 0.1$, the wing is a truncated delta wing with aspect ratio AR = 1.7, and taper ratio TR = 0.2 (so that $\beta_{/e} = 58^{\circ}$, $\beta_{te} = 0$), and has parabolicarc profiles of thickness/chord ratio $t/c_w = 0.04$. The wing root chord is half the body length, i.e., C_{R_m}/ℓ = 0.5, the root chord leading edge is located at $X_{r/e}/l = 0.25$, and the body base is at $X_{b/l} = 0.86$. longitudinal pressure distributions given in figure 4 are for the freestream conditions $M_{\alpha} = 1$, $\alpha = 0^{\circ}$ and are presented at the two angular positions $\theta = 0^{\circ}$, 90° in the crossflow plane and at locations on the body surface and also along lines parallel to the body axis but removed laterally from it by distances of 1, 2, and 4 times the maximum equivalent body diameter D. Thus, the pressure distributions given for $\theta = 0^{\circ}$ and r/D = 1, 2 cut across the wing surface, intersecting the leading edge at the axial positions x/l = 0.410 and 0.570, respectively.

The wing-body surface pressure distributions shown in the first plot of figure 4, when compared to the pressure distribution on the equivalent body alone, demonstrate the large effect that the wing has upon the body pressure distribution. Moreover, it clearly shows the rapid variation of the pressure distributions caused by the singularities at the points (x/f = 0.320, 0.75) where the wing leading and trailing edges pierce the body surface and also at x/t = 0.65 where the leading edge of the wing tip chord is. The discontinuities at the points where the leading and trailing edges intersect the body surface are related to the characteristic logarithmic singularity associated with the two-dimensional thickness problem (i.e., $\phi_{\text{P.t}}$) of flow at a sharp edge. The discontinuity at the leading edge of the wing tip chord is due to the discontinuity in slope of the indented body at that point. This discontinuity occurs since in order that the equivalent body area distribution and its derivatives remain smooth, it is necessary for the indented body to have a slope discontinuity at x/l = 0.65 to compensate for the one due to the wing. This discontinuity also occurs at the trailing edge of the wing tip chord and would be evident if the trailing edge were swept forward, so that the point $(x = X_{sm})$ would be separate and distinct from the axial location where the trailing edge pierces the body surface $(x = X_{rte})$. For the case of a straight trailing edge as in figure 4, those points, of course, coincide so that only one singularity is evident. The flow field distributions shown at r/D = 1, 2, and 4 illustrate several interesting features. The most prominent is the propagation into the flow field of the singularities which occur in the surface pressure distribution at the three points discussed above. This is a direct consequence of using the transonic equivalence rule to provide flow-field information based upon knowledge of flow properties at the body surface. Also evident in the distributions along the lines r/D = 1, 2, $\theta = 0^{\circ}$ are the logarithmic singularities at $x/\ell = 0.410$ and 0.570, respectively, as those lines cross the wing leading edge. The longitudinal flow field pressure distributions provide insight into the rapidity with which the flow field becomes axisymmetric and equal to that about the equivalent body. At the lateral distance r/D = 4, the pressure distributions at $\theta = 0^{\circ}$, 90° at points ahead of the leading edge of the wing tip chord $(X_{sm_2}/\ell = 0.65)$ are virtually indistinguishable from that about about the equivalent body except for the exponentially small region of influence of the logarithmic

singularity propagating out from the body surface at the point where the leading edge pierces the body surface. However, within the axial region corresponding to the wing tip chord, $0.65 < x/\ell < 0.75$, the pressure distribution still shows some effect of the wing, although it is clearly diminishing. This is not surprising and could have been anticipated from the results from the delta wing with zero taper ratio given in figure 4 of reference 7 which also indicate that the effect of the wing on the flowfield at lateral distances of several maximum body radii is negligible at all axial locations except those in the near vicinity of the wing maximum span. Knowledge of the region in which the flow about geometrically complex configurations of this type can be considered axisymmetric and equal to that about the equivalent body is quite significant and can provide, for example, useful information for a completely numerical finite difference solution in applying the far-field boundary condition. The drag coefficient for this configuration, which is provided by evaluating numerically the integral in equation (22), is found to be $C_{D+} = 0.1044.$

Analogous results are given in figure 5 for a lifting flow about this same configuration for the free-stream conditions $\rm M_{\infty}=1$ and $\alpha=2^{\rm O}$. We note again that the singularities discussed with regard to the nonlifting case also appear here. Moreover, due to the nature of lifting flows near a sharp edge, the logarithmic singularities associated with the thickness problem are further reinforced by the inverse square root behavior associated with the two-dimensional lifting problem (i.e., $\phi_{2,\alpha}$) of flow around a sharp edge. The net result is the more rapid variation of pressure evident in those regions. Nevertheless, the flow field distributions again display the strong tendency to return to those generated by the equivalent body alone, as is most apparent in the flow field distributions at $\rm r/D=4$. At this angle of attack, equations (27), (28), and (29) provide the following results for the aerodynamic coefficients:

$$C_{L} = 1.7070, C_{Dt} = 0.1342, C_{m} = -0.8906$$

In order to demonstrate the pressure distribution behavior typical of the wing-body combinations considered here having swept-back trailing edges and non-zero taper ratios, results are given in figure 6 for a finite

thickness wing-indented circular body combination in which the equivalent body is a parabolic-arc of thickness ratio $D/\ell=0.10$, the wings have parabolic-arc profiles of thickness ratio $t/c_w=0.04$, planform aspect ratio AR = 2.8, taper ratio TR = 0.4, root chord $C_{RT}/\ell=0.3$, with the root chord leading edge at $X_{r/e/\ell}=0.25$ (so that $\beta_{\ell}=45^{\circ}$, $\beta_{te}=23.75^{\circ}$). Analogous results are presented in figure 7 for a finite thickness wing-indented elliptic body combination composed of a parabolic-arc body of semimajor to semiminor axes $\lambda=3$ and a wing essentially identical to the one described above for the circular body except that the trailing edge is swept at the angle $\beta_{te}=25.05^{\circ}$. The trailing edge sweep angles of these configurations are such that the axial locations of leading edge of the wing tip chord and the point where the trailing edge pierces the body surface coincide, i.e., $X_{sm_1}=X_{rte_1}$.

In figure 6, we note that the general variation of both surface and flow field pressure distributions are essentially the same as those of the straight trailing edge configuration shown in figure 4 for points ahead of the leading edge of the wing tip chord $(X_{sm}, \ell = 0.571)$. However, within the axial region containing the wing tip chord $(X_{sm_1} < x < X_{sm_2})$ and coincidentally, the wing trailing edge, the pressure distributions now indicate a much more rapid variation, while still exhibiting the same trend as that shown in figure 4. Apparently the gap between wing and body in the crossflow plane within this region influences the behavior of the surface pressures to a greater degree than in the case when there is no gap, and consequently an unbroken lateral distribution of sources along the wing from body to wing tip. The flow field distributions within the near flow field of this region maintain this rapid variation, with the distributions of C_n at $\theta = 0^{\circ}$, r/D = 1, 2 also exhibiting the characteristic influence of the logarithmic singularities at the points where these lines cross the trailing edge. Nevertheless, beyond the wing tip the flow still displays the characteristic tendency to return to that of the axisymmetric flow about the equivalent body, as is evident in the distribution at r/D = 4, a distance which is only slightly beyond the point of maximum span, r/D = 3.2.

The surface and flow field pressure distributions shown in figure 7 for the wing-indented elliptic body combination described above are essentially similar in behavior to those in figure 6 for the corresponding

circular body and do not exhibit any new characteristic features. We note that the asymmetry introduced by ellipticity of the cross section alone (excluding the influence of the wing), while being evident at the body surface, rapidly dies out. In reference 6, it was shown that for a smooth elliptic body alone having a semimajor to semiminor axis ratio $\lambda = 3$ the flow field becomes essentially axisymmetric at r/D = 1.

Perhaps the most notable feature of the theoretical results presented here (and in ref. 7) for transonic flows about the classes of wing-indented body combinations being considered is the behavior of the pressure distributions caused by the singularities which occur at the following axial locations:

- \bullet x_{rle_1} -- leading edge pierces body surface
- X_{rte₁} -- trailing edge pierces body surface
- \bullet X $_{\text{sm}}$ -- leading edge of wing tip chord
- \bullet X $_{\rm sm_2}$ -- trailing edge of wing tip chord

Although the singularities at general locations along the leading and trailing edges, for either nonlifting or lifting situations, could be included here, they are not, both since their character and origin are well known and also because they are local phenomena and, consequently, of restricted influence unlike the singularities delineated above.

It is important to realize that the basis of these singularities is essentially geometric in character, with the difficulty arising from either a discontinuity in first (at $x = X_{sm_1}$, X_{sm_2}) or second (at $x = X_{r\ell e_1}$, X_{rte_1}) derivative of the indented body area distribution, which causes, in turn, discontinuities in the surface velocity components. Then, because the transonic equivalence rule is used to provide flow field information based upon knowledge of flow properties on the body surface, these discontinuities are propagated laterally into the flow field making their presence even more evident. A direct method of alleviating this problem, while at the same time providing both a more general and realistic approximation would be to smooth these junction points with monotonically varying fillets. It appears, however, that a simple functional representation of fairing curves of this nature is not possible. Analytic (i.e., cubic), trigonometric, or exponential curves, while

satisfying the end conditions of matching slope and ordinate at two points, fail to be continuously monotonic under boundary conditions typical of the configurations considered here. Thus, a wiggle would result in the faired curve and this is unacceptable. A means of eliminating this problem would be with piecewise continuous spline-fit functions. In any case, by whatever means the smoothing is accomplished, the result would be a more accurate representation of the actual solution in the vicinity of these points.

CONCLUDING REMARKS

Theoretical analysis and development of associated computer programs have been conducted in order to develop calculative techniques for predicting properties of transonic flows about certain classes of slender wing-body combinations. The theoretical analysis is based upon a combination of the transonic equivalence rule and uses either an arbitrarily specified solution or the local linearization method for determining the nonlifting transonic flow about the equivalent body.

Computational programs, which are documented in a general user's manual and included as part of this report, have been developed for finite thickness wing-body combinations in which the bodies are arearule indented in such a manner that the resultant equivalent bodies remain smooth. The equivalent body profiles are either user-supplied subject to certain continuity and closure restrictions or program-supplied in which case the radius is of the general class $R \sim x/\ell - (x/\ell)^n$ or $1 - x/\ell - (1 - x/\ell)^n$. In addition, the body cross sectional shapes are either (1) circular or (2) elliptic and such that a constant ratio λ of semimajor to semiminor axes is maintained along the entire body length.

A general class of wings is considered which are symmetric in planform about the azimuthal body meridian (x-z plane) and consist of straight leading and trailing edges swept at arbitrary angles. The positions of the leading and trailing edges of the root chord are located at arbitrary locations on the body axis, and the profiles are described by $Z_w \sim \overline{x}/c_w - (\overline{x}/c_w)^m$ or $1 - \overline{x}/c_w - (1 - \overline{x}/c_w)^m$ where \overline{x} is the axial distance from the leading edge and c_w is the local chord.

These programs provide longitudinal pressure distributions for both nonlifting and lifting situations, at arbitrary angular positions in the crossflow plane at points along the body and wing surface and also along lines parallel to the body axis but removed at arbitrarily specified lateral distances from it. In addition to the pressure distributions, the aerodynamic characteristics of lift, drag, and pitching moment are also provided.

The theoretical pressure distributions predicted by these programs for certain members of the class of configurations described above indicate quantitatively the relatively large effects of wing thickness and lift on both the body and flow field pressures, and also serve to point out the singularities inherent to the theory as it is presently constituted. In addition, they demonstrate the large influence that sweeping the trailing edge and introducing a finite tip chord has upon the pressure distributions.

In conclusion, we emphasize that the techniques employed here are quite fundamental and possess great generality so as to allow extension to even more complex configurations. Moreover, since the solutions to the various two-dimensional crossflow problems are independent of Mach number, they can be calculated once and for all once the geometry of the configuration is fixed and then combined with any one of a possible variety of solutions (experimental, numerical, etc.) for the transonic flow about the nonlifting equivalent body. We suggest, furthermore, that experimental work be conducted to determine surface and flow-field pressure distributions on selected wing-body combinations in order to define more clearly the extent to which the theory applies to configurations of this nature and, also, that consideration be given to developing methods to smooth the solutions in the vicinity of the various discontinuities in the area derivatives of the indented body shapes.

Nielsen Engineering & Research, Inc. Mountain View, California July 13, 1972

APPENDIX A

COMPUTER PROGRAM USER'S MANUAL

SUMMARY

An operating manual is given for the computer program developed in conjunction with the theoretical work presented in this report. The program computes the transonic surface and flow field pressure distributions and aerodynamic characteristics for various classes of wing-body combinations considered herein. Use is made of the transonic equivalence rule and either the local linearization method or a user-supplied solution for flow about the nonlifting equivalent body.

A description of the general operating procedure of the program is given, together with instructions for the preparation of input data, sample output of test cases, and a listing. The program is written in FORTRAM IV programming language and prepared specifically for use on an IBM 360/67 series computer. Typical running times are approximately 30 to 45 seconds for the equivalent body calculations using the local linearization method and about 2 minutes for the crossflow solution calculations involving approximately 1000 points located typically along the wing, wing-body junction, and flow field.

DESCRIPTION OF PROGRAM

The computer program presented here is applicable to several classes of finite thickness wing-body combinations discussed in the preceding report in which the bodies are area-rule indented along the wing-body junction in such a manner that the total cross-sectional area distribution is identical to that of a smooth body having a specified profile. The programs compute the surface and flow field pressure distributions, for both nonlifting and lifting situations for straight or swept forward trailing edge planforms and for nonlifting situations for swept back trailing edge planforms, at arbitrarily specified angular positions in the crossflow plane, at points along the body and wing surface, and also along lines parallel to the body axis but removed from it at specified lateral distances. In addition, the aerodynamic characteristics of lift, drag, and pitching moment are computed.

Wing and Body Geometry

The wing and body geometries of the configurations programmed are shown schematically in figures 2 and 3. Figure 2 illustrates two members of the class of wing-body combinations which have indented bodies that are circular in cross section, while figure 3 shows the corresponding members of the class having indented bodies with elliptic cross section.

<u>Program-supplied equivalent body profiles.</u> - Unless the user specifies to the contrary, the class of equivalent bodies of revolution of both types of the above configurations consist of profiles described by the equations

$$\frac{R_{eb}}{\ell} = \frac{\tau_{eb}^{n/n(n-1)}}{2(n-1)} \left[\frac{x}{\ell} - \left(\frac{x}{\ell} \right)^n \right]$$
 (64)

or

$$\frac{R_{eb}}{\ell} = \frac{\tau_{eb} n^{n/(n-1)}}{2(n-1)} \left[1 - \frac{x}{\ell} - \left(1 - \frac{x}{\ell} \right)^n \right]$$
 (65)

with $n = constant \geq 2$. In reference 7, the profiles of the elliptic bodies were restricted to parabolic arcs, i.e. equations (64) or (65) with n = 2. Thus, this work extends the elliptic body category to include the entire class of equivalent body profiles used for the case of the circular bodies.

User-supplied equivalent body profiles.— At the user's option, an arbitrarily specified equivalent body profile may be substituted in lieu of the above class of profiles. The modifications necessary to the program are detailed in the PROGRAM INPUT section. The restrictions on these profiles depend, in part, on the method used to calculate the solution for the nonlifting flow about the equivalent body, i.e. \mathbf{u}_{B} . If the local linearization method, as presently constituted, is used to calculate \mathbf{u}_{B} (see eqs. (5), (6), and (7)), then it is necessary that the profiles be closed, have sharp tips, and have continuous derivatives through the fourth. On the other hand, if the solution for \mathbf{u}_{B} is user-supplied, then the requirement from the other portions of

APPENDIX A

the solution, i.e. $\phi_{2,\alpha}$, $\phi_{2,t}$, and $\phi_{2,B}$, is that the equivalent body profiles have continuous derivatives through the second.

Indented-body profiles.— The ordinates of the indented body profiles are fixed once the equivalent body profile and wing profile are specified. For circular bodies with straight/sweptforward trailing edge planforms, the indented body radius $R_{\rm b}$ is found through a Newton-Raphson iteration procedure on the expression

$$\pi R_{eb}^2 = \pi R_b^2 + 4 \int_{R_b}^{s} Z_w(x,\xi) d\xi$$
 (66)

while the derivatives dR_{b}/dx and $d^{2}R_{b}/dx^{2}$ are calculated by using an appropriate five-point difference formula. For sweptback trailing edge planforms, the above method applies up to $x = X_{rte_{1}}$. For $X_{rte_{1}} < x < X_{sm_{2}}$, R_{b} is found without iteration from the expression

$$\pi R_{eb}^2 = \pi R_b^2 + 4 \int_{s_+}^{s_{\ell}} Z_w(x, \xi) d\xi$$
 (67)

Analogously, for elliptic bodies with straight/sweptforward trailing edges the semimajor axis a of the indented elliptic cross section is found by iteration on

$$\pi R_{eb}^2 = \frac{\pi a^2}{\lambda} + 4 \int_a^s Z_w(x, \xi) d\xi$$
 (68)

with the derivatives da/dx and d²a/dx being evaluated numerically by using the appropriate five-point difference formula. Fow sweptback trailing edge planforms with $X_{\text{rte}_1} < x < X_{\text{sm}_2}$, a is found directly from the expression

$$\pi R_{eb}^2 = \frac{\pi a^2}{\lambda} + 4 \int_{s_t}^{s_{\ell}} Z_w(x, \xi) d\xi$$
 (69)

The general class of wings considered for both types of body shapes described above have wing planforms that consist of symmetric straight leading and trailing edges, swept at arbitrary angles $\beta_{\ell e}$ and β_{te} , respectively, to the y axis. Both $\beta_{\ell e}$ and β_{te} , are measured positive clockwise; thus, for β_{te} less than, equal to, or greater than zero, the trailing edge is correspondingly sweptforward, straight, or sweptback. The position of the leading edge of the wing root chord $X_{r\ell e}$ and its length C_{Rt} are arbitrary. The wing profiles are represented by expressions of the form

$$\frac{Z_{w}}{c_{w}} = \frac{\tau_{w}^{(m/m-1)}}{2(m-1)} \left(\frac{\overline{x}}{c_{w}} - \left(\frac{\overline{x}}{c_{w}}\right)^{m}\right)$$
(70)

or

$$\frac{Z_{w}}{c_{w}} = \frac{\tau_{w}^{m} {\binom{m/m-1}}}{2(m-1)} \left(1 - \frac{\overline{x}}{c_{w}} - \left(1 - \frac{\overline{x}}{c_{w}} \right)^{m} \right)$$
 (71)

where c_w is the local chord, \overline{x} the distance from the leading edge, m is a constant ≥ 2 , and τ_w is the wing thickness-to-chord ratio. The wings are assumed to maintain a constant thickness-to-chord ratio across the span, with the consequence that the wing profiles at all spanwise locations are geometrically similar so that

$$\frac{\tau_{\mathbf{w}}}{2} = \frac{(Z_{\mathbf{w}}(\mathbf{x}, \mathbf{y}))_{\text{max}}}{c_{\mathbf{w}}(\mathbf{y})} = \frac{(Z_{\mathbf{w}}(\mathbf{x}, \mathbf{o}))_{\text{max}}}{c_{\mathbf{R}_{\mathbf{t}}}}$$
(72)

General

The coordinate system used in the program is a body-fixed Cartesian system centered at the body nose with the x axis directed rearward and aligned with the longitudinal axis of the body, the y axis directed to the right facing forward, and the z axis directed vertically upward, as shown in figure 1. Because the transonic equivalence rule allows the perturbation potential ϕ to be expressed in the form

$$\phi = \phi_{2,G} + \phi_{2,t} - \phi_{2,B} + \phi_{B}$$
 (73)

where each of the components has the meaning indicated in figure 1, and since $\phi_{2,\alpha}$, $\phi_{2,t}$, and $\psi_{2,B}$ satisfy the two-dimensional Laplace equation

$$(\phi_{2,i})$$
 + $(\phi_{2,i})$ = 0 (74)

they are independent of Mach number. Consequently, once the geometry of the configuration is fixed they can be calculated once and for all, stored, and used, for example, in a comparative study of a certain wing-body combination as the Mach number is varied systematically throughout the transonic range. An option for doing this is available and is discussed in the PROGRAM INPUT section. The only portion of the solution dependent upon $\,{\rm M}_{\infty}\,$ is $\,\phi_{\rm B}\,$ and this term represents the solution to the full transonic equation (1) for flow about the nonlifting equivalent body.

Local linearization solution of u_B .— If the local linearization method is used to determine the solution for ϕ_B , or more conveniently, $u_B = (\phi_B)_x$, then according to whether M_∞ is near one, below the lower critical, or above the upper critical, equation (5), (6), or (7) must be integrated. Since these are all first order ordinary nonlinear differential equations, appropriate initial conditions are required. These are given at the point x_S , which is the positive root of the equation

$$S_{eb}^{"}(x) = 0 \tag{75}$$

that is closest to the origin. The values of u_B/U_∞ at this point are, for accelerating transonic flows with $M_\infty \approx 1$ (eq. (5))

$$\frac{u_{B}}{U_{\infty}} = \frac{1 - M_{\infty}^{2}}{M_{\infty}^{2} (\gamma + 1)} + \frac{1}{4\pi} \int_{0}^{X} \frac{S''(x) - S''(\xi)}{x - \xi} d\xi$$
 (76)

for purely subsonic flow (eq. (6))

$$\frac{u_{B}}{U_{\infty}} = \frac{1}{4\pi} \int_{Q}^{\ell} \frac{S_{eb}''(x) - S_{eb}''(\xi)}{|x - \xi|} d\xi$$
 (77)

and for purely subsonic flow (eq. (7))

$$\frac{u_{B}}{U_{\infty}} = \frac{1}{2\pi} \int_{Q}^{X} \frac{S_{eb}^{"}(x) - S_{eb}^{"}(\xi)}{x - \xi} d\xi$$
 (78)

The integrations start at \mathbf{x}_{s} , proceed to a specified point near the nose, and upon reaching that point, return to \mathbf{x}_{s} , restart the integration procedure, and then continue toward the tail. In each of these programs, the differential equations are integrated by using Hamming's modified predictor-corrector method described in the Scientific Subroutine Package (SSP) available from the IBM Corporation. The integrals involved in those differential equations are evaluated by using Simpson's rule.

User-supplied solution for u_B .— At the user's option, an arbitrarily-specified solution for u_B can be used in lieu of the local linearization solution. This solution can involve mixed transonic flows with imbedded shocks and can be determined in any of a variety of ways (numerical, experimental, etc.). Details regarding the manner of inputting this information to the program are discussed in the PROGRAM INPUT section.

Crossflow Potentials and Aerodynamic Characteristics

This section assembles for user convenience, the crossflow potentials and aerodynamic characteristics of all of the configurations considered in this report.

Straight/Sweptforward trailing-edge planforms. For the classes of finite thickness wing-circular body combinations considered herein which have straight/sweptforward trailing edge planforms, (see fig. 2(a)), the following results are provided for $W_{2,\alpha}$, $W_{2,t}$, and $W_{2,B}$ at the indicated axial locations:

$$\frac{W_{2,\alpha}}{U_{\infty}} = \frac{i\alpha R_{\text{eb}}^2}{\sigma} \qquad (0 < x < X_{\text{rle}_1})$$
 (79)

$$\frac{W_{2,\alpha}}{U_{\infty}} = -i\alpha \left\{ \left[(\sigma + \frac{R_{b}^{2}}{\sigma})^{2} - (s_{\ell} + \frac{R_{b}^{2}}{s_{\ell}})^{2} \right]^{1/2} - o \right\}$$

$$(X_{r\ell e_{1}} < x < X_{sm_{2}})$$
(80)

$$\frac{W_{2,t}}{U_{\infty}} = \frac{S_{eb}'(x)}{2\pi} \operatorname{ln} \sigma \begin{pmatrix} 0 < x < X_{rle_{1}} \\ X_{rte_{1}} < x < \ell \end{pmatrix}$$
(81)

$$\frac{W_{2,t}}{U_{\infty}} = \frac{1}{\pi} \int_{R_{b}}^{S} \frac{dZ_{w}(x,\xi)}{dx} \ln \left[\frac{(\sigma^{2} - \xi^{2})(\sigma^{2} - \frac{R_{b}^{4}}{\xi^{2}})}{\sigma^{4}} \right] d\xi$$

$$+ \frac{1}{2\pi} \left[S_{eb}'(x) + 4Z_{w}(x, R_{b}) \frac{dR_{b}}{dx} \right] \text{ In } \sigma \quad (X_{rle_{1}} < x < X_{rte_{1}})$$
 (82)

$$\frac{W_{2,B}}{U_{\infty}} = \frac{S_{eb}'(x)}{2\pi} \ln \sigma \qquad (0 < x < \ell)$$
 (83)

where s in equation (82) denotes either the leading (s = s_{ℓ}) or trailing (s = s_{t}) edge, depending upon the axial location. We note that for all of the configurations considered in this report, the solution for $W_{2,B}$ is given by equation (83).

The aerodynamic characteristics of this class of configurations are given as follows. The drag coefficient at zero lift is found through a numerical integration of the expression

$$C_{D_{\alpha=0}} = C_{D_{eb}} = \frac{1}{S_{m}} \int_{0}^{X_{b}} C_{p_{eb}} \frac{dS_{eb}(x)}{dx} dx$$
 (84)

where c_{Deb} is the drag coefficient of the equivalent body alone, s_{m} is the maximum area of the equivalent body, and c_{Peb} is the pressure coefficient on the surface of the nonlifting equivalent body and is equal to

$$c_{p_{eb}} = -2 \frac{u_{B}}{U_{\infty}} - \left(\frac{dR_{eb}(x)}{dx}\right)^{2}$$
 (85)

Because of the symmetry of these configurations no lateral forces or moments exist at α = 0. For the lifting situation, the coefficients of lift, drag, and pitching moment are given by

$$C_{L} = \frac{2\pi\alpha}{s_{m}} \left(s_{\ell}^{2} + \frac{R_{b}^{4}}{s_{\ell}^{2}} - R_{eb}^{2} \right) |_{x = x_{sm_{2}}}$$
 (86)

$$C_{D_{t}} = C_{D_{\alpha=0}} + \frac{\alpha}{2} C_{L}$$
 (87)

$$C_{m} = \frac{2\pi\alpha}{S_{m} \cdot \ell} \left[-x \left(s_{\ell}^{2} + \frac{R_{b}^{4}}{s_{\ell}^{2}} - R_{eb}^{2} \right) \right|_{x = X_{sm_{2}}} + \int_{0}^{X_{r}\ell e_{1}} R_{eb}^{2} d\xi$$

$$+ \int_{x_{\ell_{e_1}}}^{x_{sm_2}} \left(s_{\ell}^2 + \frac{R_b^4}{s_{\ell}^2} - R_{eb}^2 \right) d\xi$$
 (88)

where X_{sm_2} and $X_{r\ell e_1}$ are the axial locations, respectively, of the trailing edge of the wing tip-chord and the point where the wing leading

edge pierces the body surface. The integrals involved in evaluating the pitching moment are calculated by using Simpson's rule.

The corresponding results for the wing-elliptic body combinations (see fig. 3(a)) are for $W_{2,\alpha}$, $W_{2,t}$:

$$\frac{W_{2,\alpha}}{U_{\infty}} = i\alpha \left\{ \sigma_{1} - \frac{R_{1}^{2}}{\sigma_{1}} - \sigma \right\} \quad (0 < x < X_{rle_{1}}) \quad (89)$$

$$\frac{W_{2,\alpha}}{U_{\infty}} = -i\alpha \left(\left[\left(\sigma_{1} + \frac{R_{1}^{2}}{\sigma_{1}} \right)^{2} - \left(s_{1} + \frac{R_{1}^{2}}{s_{1}} \right)^{2} \right]^{1/2} - \sigma \right)$$

$$(X_{r\ell e_{1}} < x < X_{sm_{2}}) \qquad (90)$$

$$\frac{W_{2,t}}{U_{\infty}} = \frac{S_{eb}(x)}{2\pi} \ln \sigma_{1} \qquad \begin{pmatrix} 0 < x < X_{rle_{1}} \\ X_{rte_{1}} < x < \ell \end{pmatrix} \qquad (91)$$

$$\frac{W_{2,t}}{U_{\infty}} = \frac{1}{\pi} \int_{R_{1}}^{S_{1}} \frac{dZ_{w}(x,\xi_{1} + \frac{C^{2}}{4\xi_{1}})}{dx} \ln \left[\frac{(\sigma_{1}^{2} - \xi_{1})(\sigma_{1}^{2} - \frac{R_{1}^{4}}{\xi_{1}^{2}})}{\sigma_{1}^{4}} \right] \left(1 - \frac{c^{2}}{4\xi_{1}^{2}} \right) d\xi_{1} + \left(\frac{S_{eb}'(x)}{2\pi} + 2Z_{w}(x,a) \frac{da}{dx} \right) \ln \sigma_{1} \qquad (X_{r\ell e_{1}} < x < X_{rte_{1}}) \quad (92)$$

where s_1 in equation (92) denotes either the leading $(s_1 = s_1)$ or trailing $(s_1 = s_1)$ edge in the transformed σ_1 plane.

The aerodynamic characteristics of these elliptic body configurations are given, for nonlifting flows, by

$$C_{D_{\alpha=0}} = C_{D_{eb}} - \frac{1}{S_{m}} \left(\frac{S_{eb}'(x)}{2\pi} \right)^{2} 2 \left[\frac{2}{\lambda} \ln \left(\frac{a(\lambda+1)}{2\lambda} \right) K \left(\frac{\sqrt{\lambda^{4}-1}}{\lambda^{2}} \right) - \pi \ln R_{eb} \right]$$
(93)

where C_{Deb} is given by equation (84) and $K(\xi)$ is the complete elliptic integral of the first kind; and for lifting flows by

$$C_{L} = \frac{2\pi\alpha}{S_{m}} \left\{ \left(\frac{s_{\ell} + \sqrt{s_{\ell}^{2} - c^{2}}}{2} \right)^{2} \left[1 + \frac{2c^{2}}{(s_{\ell} + \sqrt{s_{\ell}^{2} - c^{2}})^{2}} + \left(\frac{a + b}{(s_{\ell} + \sqrt{s_{\ell}^{2} - c^{2}})} \right)^{4} \right] - R_{eb}^{2} \right\}_{x=X_{Sm_{2}}}$$
(94)

$$C_{D_{t}} = C_{D_{\alpha=0}} + \frac{\alpha}{2} C_{L}$$
 (95)

$$C_{m} = \frac{2\pi\alpha}{S_{m} \cdot \ell} \left(-x \left\{ \left(\frac{s_{\ell} + \sqrt{s_{\ell}^{2} - c^{2}}}{2} \right)^{2} \left[1 + \frac{2c^{2}}{(s_{\ell} + \sqrt{s_{\ell}^{2} - c^{2}})^{2}} \right] + \left(\frac{a + b}{s_{\ell} + \sqrt{s_{\ell}^{2} - c^{2}}} \right)^{4} \right] - R_{eb}^{2} \right\} + \lambda \int_{0}^{X_{r}\ell e_{1}} R_{eb}^{2}(x) dx$$

$$+ \int_{X_{r}\ell e_{1}}^{X_{sm_{2}}} \left(\frac{s_{\ell} + \sqrt{s_{\ell}^{2} - c^{2}}}{2} \right)^{2} \left[1 + \frac{2c^{2}}{(s_{\ell} + \sqrt{s_{\ell}^{2} - c^{2}})^{2}} + \left(\frac{a + b}{s_{\ell} + \sqrt{s_{\ell}^{2} - c^{2}}} \right)^{4} \right] - R_{eb}^{2} dx \right)$$

$$(96)$$

where the integrals involved in evaluating the pitching moment are calculated by using Simpson's rule.

Sweptback trailing edge planforms. For the classes of finite thickness wing-circular body combinations having sweptback trailing edge planforms considered here (see fig. 2(b)), the following results for $W_{2,t}$ are provided:

$$\frac{W_{2,t}}{U_{\infty}} = \frac{S_{eb}'(x)}{2\pi} \ln \sigma \quad \begin{pmatrix} 0 < x < X_{r\ell e_1} \\ X_{sm_2} < x < \ell \end{pmatrix}$$
 (97)

$$\frac{W_{2,t}}{U_{\infty}} = \frac{1}{\pi} \int_{R_{b}}^{S} \ell \frac{dZ_{w}(x,\xi)}{dx} \ln \left[\frac{(\sigma^{2} - \xi^{2})(\sigma^{2} - \frac{R_{b}^{4}}{\xi^{2}})}{\sigma^{4}} \right] d\xi$$

$$+ \frac{1}{2\pi} \left[S_{eb}^{\dagger}(x) + 4Z_{w}(x,R_{b}) \frac{dR_{b}}{dx} \right] \ln \sigma \qquad (X_{r\ell e_{1}} < x < X_{rte_{1}}) \qquad (98)$$

$$\frac{W_{2,t}}{U_{\infty}} = \frac{1}{\pi} \int_{s_{t}}^{s_{\ell}} \frac{dZ_{w}(x,\xi)}{dx} \ln \left[\frac{(\sigma^{2} - \xi^{2})(\sigma^{2} - \frac{R_{b}^{4}}{\xi^{2}})}{\sigma^{4}} \right] d\xi + \frac{S_{eb}(x)}{2\pi} \ln \sigma$$

$$(X_{rte_{1}} < x < X_{sm_{2}}) \quad (99)$$

and the drag coefficient at zero lift is given by

$$C_{D_{Q=Q}} = C_{D_{eb}}$$
 (100)

where $C_{D_{\mbox{\footnotesize eb}}}$ is given by equation (84).

The corresponding results for the wing-elliptic body combinations are

$$\frac{W_{2,t}}{U_{\infty}} = \frac{S_{eb}'(x)}{2\pi} \ln \sigma_{1} \qquad \begin{pmatrix} 0 < x < X_{rle_{1}} \\ X_{sm_{2}} < x < \ell \end{pmatrix}$$
 (101)

$$\frac{W_{2,t}}{U_{\infty}} = \frac{1}{\pi} \int_{R_{1}}^{S_{1}\ell} \frac{dZ_{w}(x,\xi_{1} + \frac{c^{2}}{4\xi_{1}})}{dx} \ln \left[\frac{(\sigma_{1}^{2} - \xi_{1}^{2})(\sigma_{1}^{2} - \frac{R_{1}^{2}}{\xi_{1}^{2}})}{\sigma_{1}^{4}} \right] \left(1 - \frac{c^{2}}{4\xi_{1}^{2}} \right) d\xi_{1} + \left(\frac{S_{eb}^{\prime}(x)}{2\pi} + 2Z_{w}(x,a) \frac{da}{dx} \right) \ln \sigma_{1} \qquad (X_{r\ell e_{1}} < x < X_{rte_{1}}) \quad (102)$$

$$\frac{W_{2,t}}{U_{\infty}} = \frac{1}{\pi} \int_{R_{1}}^{S_{1}} \frac{dZ_{w}(x,\xi_{1} + \frac{c^{2}}{4\xi_{1}})}{dx} \ln \left[\frac{(\sigma_{1}^{2} - \xi_{1}^{2})(\sigma_{1}^{2} - \frac{R_{1}^{4}}{\xi_{1}^{2}})}{\sigma_{1}^{4}} \right] (1 - \frac{c^{2}}{4\xi_{1}^{2}}) d\xi_{1}$$

$$+\frac{S_{eb}^{\prime}(x)}{2\pi} \ln \sigma_1 \qquad (X_{rte_1} < x < X_{sm_2}) \qquad (103)$$

with the drag coefficient at zero lift $C_{D_{\alpha=0}}$ given by equation (93).

Operating Procedure

The basic characteristics and general operating procedure of the computer program developed herein are straightforward and can be outlined as follows. After reading the input data (which is detailed in a subsequent section) and checking it for obvious errors, the program proceeds to calculate certain required geometrical and flow-field constants. Then, if the user selects the equivalent body profile to be of the class described by equations (64) or (65), the program proceeds to calculate the exponent n from information regarding the point of maximum thickness (see equations (12), (14)). The point x_s is next found by solving equation (75). If however, the equivalent body profile is user supplied, the calculation of $\, n \,$ and $\, x_{_{\mathbf{S}}} \,$ are omitted. Next, . the axial locations $x_{r\ell e_1}$ and x_{rte_1} , which represent, respectively, the points where the wing leading and trailing edges pierce the body surface, are calculated. The exponent m describing the wing ordinates (see eqs. (70), (71)) is then calculated in a manner similar to that used to determine n. The calculation of n, x_s , $X_{r\ell e_1}$, X_{rte_1} , and m are all performed in an iterative fashion by using the standard Newton-Raphson iteration scheme.

With the calculation of the above parameters complete, the program prints a number of geometrical and flow-field characteristics for the case at hand. If the solution of u_B is user-supplied, the program begins at a point close to the nose $(x/\ell=0.005)$ and proceeds toward the tail. If the local linearization method is used to determine u_B , then the appropriate initial value (eqs. (76), (77), or (78)) for the local linearization equation at hand (eqs. (5), (6), or (7)) is

calculated at $x = x_s$ and the numerical integration begun. In the case of purely sub- or supersonic (eqs. (6), (7)) flow, it is convenient to redefine the dependent variables (see eqs. (80) through (88), ref. 6) and integrate a simplified differential equation. For the $M_m \approx 1$ case, it is more advantageous to integrate equation (5) as it stands. Because of the special character of that equation at $x = x_s$, it is necessary to use a Taylor series for u_R/U_∞ in the neighborhood of that point in order to avoid a singularity in the numerical integration. Consequently, for that case in addition to $u_{\rm p}/U_{\rm m}$ several derivatives are also required and are calculated by the program. Details are given in reference 6. The numerical integrations then continue toward the nose and stop at a point $(x/\ell = 0.005)$ close to it. The integrations are not carried directly to the nose because, although this is possible for the purely supersonic case, the local linearization method predicts a logarithmic singularity at x = 0 for a sharp-tipped body, much like that indicated by linearized theory. With the integration to the nose complete, the program returns to x_s , restarts the numerical integration, and continues toward the tail. As these calculations progress (using either a usersupplied or local linearization solution for u_p), the surface and flowfield pressure distributions are calculated from equations (2) and (3) and the output printed at specified axial locations. Until the point is reached, the appropriate crossflow solutions for determining these pressure distributions are those for the smooth body alone (see eqs. (79), (81), (83), (89), (91), and (101)). Beyond $X_{r\ell e_1}$, for the case of nonlifting flows, the crossflow solutions are calculated from equation (82), (83), or (92) and (83) for $X_{r\ell e_1} < x < X_{rte_1}$. Beyond Xrte,, for planforms with straight/sweptforward trailing edges, the crossflow solutions revert to those for the smooth body alone; while for planforms with sweptback trailing edges, the appropriate crossflow solutions for $X_{\text{rte}_1} < x < X_{\text{SMp}}$ are given by equations (99), (83), or (103), (83) and beyond X_{sm_2} the solutions revert to those for the smooth body alone. The calculations continue until the body base is reached, i.e. $x = X_h$; the calculation then returns to the mainline program, prints the value of the drag coefficient, and reads the input data for the next case. For lifting flows about planforms with straight/sweptforward trailing edges, the calculations proceed in a similar fashion to that of the nonlifting case (with the additional

output of surface and flow-field pressure distributions at the angular locations \pm θ rather than just + θ) until the axial location of the trailing edge of the wing tip chord is reached, i.e. $x = X_{\rm Sm}_2$. Beyond that point, for reasons given in reference 7, no further pressure distributions are given. However, the calculation of flow about the equivalent body, i.e. $u_{\rm B}$, continues to the body base in order that the drag coefficient at zero lift $C_{\rm D_{Q=O}}$ can be determined. When $x = X_{\rm b}$, the calculation returns to the mainline program, determines the coefficients of lift, drag, and pitching moment from equation (86), (87), and (88), or (94), (95), and (96), prints these values, and then proceeds to read the input data for the next case.

PROGRAM INPUT

The variables that are input to the program are described in the following list:

Dictionary of Input Variables

AL	ratio of semimajo	or to semiminor axis (a	/b) of elliptic
	cross section:	program default value	AL = 1

			•	
ALPHA	angle of attack,			4 1
ALPRA	angle of attack.	in dedrees:	program defaul	t varue.
	3			- · · · · · · · · · · · · · · · · · · ·
	$\Delta I.DHA = 0$			

AMACH	free-stream	Maab	wml> ~ ~

ANGLE	sweep angle, in degrees, of wing leading edge (measured
	positive clockwise from y axis and restricted to
	values 0 < ANGLE < 90, see figures 2, 3)

CRT	wing root	chord	normalized	by	complete	body	length,
	C _R /l						

ICOPY	integer index for program option for using previously-
	stored values of crossflow solutions; equal to 0 or 1;
	program default value, ICOPY = 0

MAREA	integer index for program option for using user-supplied
	or program-supplied subroutines for equivalent body area
	and derivatives, equal to 0 or 1; program default value,
	MAREA = 0

MOPT	integer index for program option for using user-supplied
* •	distribution for u _B or program-supplied local linearization
	solution; equal to 1, 2, 3, or 4.

APPENDIX A

integer indicating number of angular positions in crossflow NTHETA plane at which output is desired; 1 < NTHETA < 5 integer indicating number of table entries of the user-NXEB supplied distribution of $\rm~u_{R};~NXEB~\underline{<}~201$ six-dimensional vector representing values of r/D (the RF(I) radial distance in the crossflow plane normalized by the maximum equivalent body diameter D) at which flow-field pressure distributions are to be calculated SSMAX maximum wing semispan normalized by complete body length, s_{max}/[TAUB thickness ratio of equivalent body, D/l TAUW thickness-to-chord ratio of wing (see eq. (10)) THETA(I) NTHETA-dimensional vector representing values of the angle θ (in degrees) in the crossflow plane; $0 \le \text{THETA}(I) \le 90$ wing planform taper ratio, $C_{\text{tip}}/C_{R_{\text{+}}}$; $0 \le TR \le 1$ TR NXEB-dimensional vector representing values of the axial XEB(I) locations (normalized by the complete body length) where values for the user-supplied distribution up are given axial location of body base normalized by the complete body **XLBASE** length, X_h/I XLOUTP interval size, as fraction of complete body length, between output stations for pressure distribution printout axial location of leading edge of wing root chord normalized XRLE by complete body length, $X_{r\ell e}/\ell$ axial location of position of maximum thickness of equivalent XMTB body of revolution normalized by complete body length (see eqs. (12), (14)) location, as fraction of distance from wing leading edge **WTMX** to local chord length $(\overline{x}/c_{_{U}})$, of position of wing maximum thickness (see eqs. (8), (9)) user-supplied value of the axial location, normalized by XS2EB the complete body length, where the user-supplied equivalent body profile satisfies $S_{eb}^{"}(x) = 0$; only necessary as input when user supplies equivalent body profile and also uses local linearization method to calculate $u_{\mathbf{p}}$

UEB(I) NXEB-dimensional vector representing values of u_B/u_∞ for the user-supplied distribution of u_B .

Input Format and Options

All of the input variables are entered into the program under a NAMELIST format (the one exception being the vectors UEB(I), XEB(I) which represent the ordinates and abscissas, respectively, of the user-supplied velocity distribution \mathbf{u}_{B} and the format of these quantities is discussed below). The name of the NAMELIST data block is TRANIN.

<u>Default values.</u>- The following input variables have default values that are indicated below and unless the user wishes to change them, it is not necessary to enter them in the input data block

Variable Name	Default Value
AL	1.
AL PHA	0.
RF(I), I=1,2,3, 4,5,6	1.,2.,3.,4.,5.,6.,
NTHETA	2
THETA(I), I=1,2	0.,90.
MAREA	0
ICOPY	0
XLOUTP	.01

It is important to realize that the above variables assume their default values each time the program is run. If the user wishes any of the above variables to be different from its default value, this must be specified in the data statement for each run. All other input variables, once specified, remain unchanged by the program; thus, it is unnecessary to respecify them in subsequent runs if their values are to remain constant.

Local lineariztion option. To use the local linearization method to determine u_B , it is necessary to specify in the input data the appropriate value for the integer index MOPT. Depending on the free stream Mach number, the proper value of MOPT to use the local linearization method is

Free Stream Mach No.			
$M_{\infty} \approx 1$ (near sonic flow)	1		
$M_{\infty} \leq M_{cr, \ell}$ (below lower critical)	2		
$M_{cr.u} \leq M_{\infty}$ (above upper critical)	3		

User-supplied u_B option.— If the user wishes to supply the solution for u_B , then the program will bypass the local linearization calculations by specifying MOPT = 4. The solution for u_B is read into the program in the form of a tabular input of values of $u_B/U_\infty - vs - x/\ell$ immediately after the NAMELIST input block. Provision has been made for inputting ordinate and abscissa values up to a maximum number of 201 each (UEB(201), XEB(201)), i.e. values at each half percent of the body length if equally spaced. It is assumed that a sufficient number entries are made that linear interpolation in the table is appropriate.

<u>User-supplied equivalent body profile.-</u> If a class of equivalent body profiles not included in equation (64) or (65) is desired, then the user must set the integer index MAREA = 1, remove the following function subroutines from the program,

- FUNCTION SEBPI(DZ)
- FUNCTION SlEBPI(DZ)
- FUNCTION S2EBPI (DZ)
- FUNCTION S3EBPI (DZ)
- FUNCTION S4EBPI (DZ)

and replace them with his own. The above subroutines which are non-dimensionalized by normalizing them with respect to the body length, are defined in the following fashion.

$$\frac{S_{eb}(x/\ell)}{4\pi\ell^2} = SEBPI(x/\ell)$$

$$\frac{S_{eb}'(x/\ell)}{4\pi\ell^2} = \frac{1}{4\pi\ell^2} \frac{dS_{eb}(x/\ell)}{d(x/\ell)} = Slebpi(x/\ell)$$

$$\frac{S_{eb}''(x/\ell)}{4\pi \ell^2} = \frac{d^2S_{eb}(x/\ell)}{4\pi \ell^2 d(x/\ell)^2} = S2EBPI(x/\ell)$$

$$\frac{S_{eb}^{"'}(x/\ell)}{4\pi \ell^2} = \frac{1}{4\pi \ell^2} \frac{d^3S_{eb}(x/\ell)}{d(x/\ell)^3} = S3EBPI(x/\ell)$$

$$\frac{S'V(x/\ell)}{4\pi \ell^2} = \frac{1}{4\pi \ell^2} \frac{d^4S_{eb}(x/\ell)}{d(x/\ell)^4} = S4EBPI(x/\ell)$$

We note again the requirements that if the local linearization method is to be used with these subroutines, then the functions must be such that the complete profiles are closed, sharp-tipped, and have continuous area derivatives through the fourth. In addition, the user must supply the point $x/\ell = XS2EB$, i.e. the point closest to the origin where

$$S_{eb}^{"}(x/\ell) = 0$$

If, however, the user supplies <u>both</u> the equivalent body profiles <u>and</u> the distribution of u_B/U_∞ - vs - x/ ℓ , then it is only necessary that the equivalent body area derivatives be continuous through the second. Also, for this case, it is unnecessary to specify XS2EB. These requirements are summarized below when user-specifying the equivalent body profile:

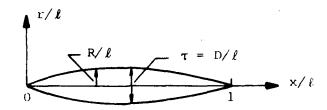
Value of MOPT

MOPT = 1, 2, 3

Requirements

- ① S_{eb} , S_{eb}^{\prime} , $S_{eb}^{\prime\prime}$, $S_{eb}^{\prime\prime}$, $S_{eb}^{\prime\prime}$ continuous for $0 < x < \ell$
- 2) User must input value of $x/\ell = XS2EB$ where $S_{eb}^{"}(XS2EB) = 0$
- 3 Set index MAREA = 1 in input
- ① S_{eb} , S_{eb} , S_{eb} continuous for $0 < x < \ell$
- 2 Set index MAREA = 1 in input

An illustrative example of a user-supplied equivalent body profile and the corresponding area and derivative subroutines to be used with, say, the local linearization method (MOPT = 1, 2, or 3) can be given as follows. Consider an equivalent body profile formed by the top half of the sinusoidal curve given by



$$\frac{R_{eb}(x/\ell)}{\ell} = \frac{\tau_{eb}}{2} \sin (\pi (\frac{x}{\ell})) \quad \text{with say } \tau = .1$$

so that

$$\frac{S_{eb}(x/\ell)}{4\pi \ell^2} = \frac{\tau_{eb}^2}{16} (1 - \cos(2\pi (x/\ell)))$$

$$\frac{S_{eb}^{'}(x/\ell)}{4\pi \ell^2} = \frac{\pi \tau_{eb}^2}{8} \sin(2\pi (x/\ell))$$

$$\frac{S_{eb}^{''}(x/\ell)}{4\pi \ell^2} = \frac{\pi^2 \tau_{eb}^2}{4} \cos(2\pi (x/\ell))$$

$$\frac{S_{eb}^{''}(x/\ell)}{4\pi \ell^2} = -\frac{\pi^3 \tau_{eb}^2}{2} \sin(2\pi (x/\ell))$$

$$\frac{S_{eb}^{''}(x/\ell)}{4\pi \ell^2} = -\pi^4 \tau_{eb}^2 \cos(2\pi (x/\ell))$$

The function subroutines for SEBPI(x/ ℓ) and SIEBPI(x/ ℓ) with τ = .1 are given by

FUNCTION SEBPI(DZ)

TAU = .1

PI = 3.1415927

SEBPI = TAU*TAU*(1. - COS(2.*PI*DZ))/16.

RETURN

END

FUNCTION SlEBPI(DZ)

TAU = .1

PI = 3.1415927

Slebpi = PI*TAU*TAU*SIN (2.*PI*DZ)/8.

RETURN

END

The FUNCTION subroutines S2EBPI, S3EBPI, and S4EBPI are given in analogous fashion. The point where

$$S_{eb}^{"}(x/\ell) = 0$$

is given by

$$XS2EB = 0.25$$

and must be included in the NAMELIST input data block.

Repetitive calculation storage option.— If the user wishes to undertake a systematic study of a wing-body configuration of the classes considered herein in which the geometry of the configuration is frozen and the Mach number and/or angle of attack are varied, a provision is included in the program whereby the velocity components associated with the crossflow solution for $W_{2,t}$ — which is independent of M_{∞} and α , and is by far the most time consuming crossflow potential to calculate — is stored at the user-specified output locations for later use. These velocity components are then provided for the remainder of the cases to be run rather than recalculated unnecessarily.

In order to activate the repetitive calculation option and make use of previously-stored results from a base run, it is necessary to set the integer index ICOPY = 1. The default value for ICOPY is ICOPY = 0 and this default value instructs the program to perform the crossflow calculations at the user-indicated axial locations and then automatically store these results in anticipation of use with the next case. If it is not desired to use those stored results for the next run, (i.e. ICOPY = 0 for the next case) the program simply replaces the previously-stored results with the ones being currently calculated.

Because for lifting situations, the crossflow calculations only proceed to $x/\ell = X_{\rm Sm_2}$ (as opposed to the $\alpha = 0$ case, which carries the calculation to $x/\ell = X_{\rm b}$) unless all of the cases in the study are for $\alpha \neq 0$, the initial or base run which stores the crossflow results should be made for $\alpha = 0$.

Finally, when using the storage option, it is necessary, because of the different starting conditions involved, to use the same method for calculating \mathbf{u}_{B} , i.e. (1) local linearization or (2) user-supplied distribution of \mathbf{u}_{B} .

Data Format

The data format is most easily demonstrated by an example. Consider the case of a wing-elliptic body combination composed of a parabolic-arc equivalent body of thickness ratio 1/10, the ratio of semimajor to semiminor axis of the elliptic cross section is 3, the body base is at 85 percent of the complete body length, the wing profiles are parabolic arcs having a thickness/chord ratio of 0.04, the wing root chord is 40 percent of the complete body length with the leading edge of the wing root chord located at $x/\ell = 0.3$, the leading edge swept at 45 degrees, a taper ratio of 0.3, and a wing semispan being 28 percent of the complete body length (this implies the trailing edge is straight). The pressure distributions are required to be output at every 2 percent of the complete body length at angular locations $\theta = 0^{\circ}$, 45° , 90° , at radial distances r/D = 1, 1.5, 2, 2.5, 3, and 3.5 in the crossflow plane, at sonic free-stream conditions and 2 degrees angle of attack, by using the local linearization method to determine the flow about the equivalent body.

Thus, the input data cards would read (note that with a NAMELIST format, input variable sequencing is arbitrary):

CARD NO. 1 COLUMN NO. 2 9 80 & TRANIN AL=3.,AMACH=1.,MOPT=1,TAUB=.1,TAUW=.04,XMTB=.5, CARD NO. 2 COLUMN NO. 2 80 XMTW=.5,XRLE=.3,CRT=.4,ANGLE=45.,TR=.3,SSMAX=.28,NTHETA=3,

CARD NO. 3	
COLUMN NO.	2 80
	THETA (1) = 0., THETA (2) = 40., THETA (3) = 90., RF (1) = 1., RF (2) = 1.5,
CARD NO. 4	
COLUMN NO.	2 80
	RF(3)=2., $RF(4)=2.5$, $RF(5)=3.$, $RF(6)=3.5$, $ALPHA=2.$, $XLOUTP=.02$,
CARD NO. 5	
COLUMN NO.	2 80
	&END

If for this case the user wished to supply his own distribution of u_B/U_∞ - vs. - x/ ℓ , this would have been done by specifying MOPT = 4 and also the integer NXEB representing the number (say, for example, 101) of values of u_B/U_∞ being entered (i.e. NXEB = 101) in the NAMELIST input data block. Next, all of the NXEB (101, in this example) values of u_B/U_∞ = UEB(I) would be read in under the card format 8F10.0, with each successive value of u_B/U_∞ occupying a space of 10 columns (including decimal point) with 8 values per card. Finally, the NXEB values (101, in this example) of the corresponding axial locations x/ℓ = XEB(I) of the above values of u_B/U_∞ would be read in under the same format. Thus,

Card format for UEB(I): Format (8F10.0), decimal point required

COLUMN NO.	10	20			70	80
Data for	UEB(1)	UEB(2)				UEB (8)
·	: : etc.	·		. •		
COLUMN NO.	10	20	30	40		50
Data for	UEB (97)	UEB (98)	UEB (99)	UEB(100)	UEB(10	01) (

Card format for XEB(I): Format (8F10.0), decimal point required

COLUMN NO.	10	20	70	80	٠
Data for	XEB(1)	XEB (2)		XEB (8)	

etc.

COLUMN NO.	10	20	30	40	50
Data for	XEB (97)	XEB (98)	XEB (99)	XEB (100)	XEB(101)

MESSAGES PRINTED BY THE PROGRAMS

This section lists the messages printed by the programs and indicates what to do when they are encountered. The first group of messages (1 to 15) are concerned with errors in input quantities and are self-explanatory.

(1) INTERVAL SIZE FOR PRESSURE DISTRIBUTION PRINT-OUT MUST BE GREATER
THAN 0 AND LESS THAN 1

This message indicates that the condition $0 < \text{XLOUTP}/\ell < 1$ has been violated.

- (2) XMTB MUST BE GREATER THAN 0 AND LESS THAN 1 This message indicates that the condition 0 < $(x/\ell)_{R_{max}} < 1$ has been violated.
- (3) EQUIVALENT BODY THICKNESS RATIO MUST BE GREATER THAN ZERO. This message indicates that the condition $D/\ell>0$ has been violated.
- (4) XMTW MUST BE GREATER THAN 0 AND LESS THAN 1 This message indicates that the condition 0 < $\left(\frac{\overline{x}}{c_w}\right)_{Z_{max}}$ < 1 has been violated.
- (6) XRLE MUST BE GREATER THAN 0 AND LESS THAN 1 This message indicates that the condition $0 < x_{r\ell e}/\ell < 1$ has been violated.

(8) XRLE MUST BE LESS THAN XRTE

This message indicates that the condition $x_{r\ell e} < x_{rte}$ has been violated.

- (9) ANGLE MUST BE BETWEEN O DEGREES AND 90 DEGREES
- This message indicates that the condition 0 < ANGLE < 90 has been violated.
- (10) AXIAL LOCATION OF BODY BASE MUST BE AT OR BEHIND POINT WHERE
 WING TRAILING EDGE PIERCES BODY SURFACE

This message indicates that the condition $x_{r\ell e_1} < x_b$ has been violated.

(11) AXIAL LOCATION OF BODY BASE MUST BE AT OR BEHIND TRAILING EDGE
OF WING TIP CHORD

This message indicates that the condition $x_{sm_2} < x_b$ has been violated.

- (12) RATIO OF MAJOR TO MINOR AXIS MUST BE GREATER THAN 0
- This message indicates that the condition $\lambda(=a/b) > 0$ has been violated.
- (13) TAPER RATIO MUST BE BETWEEN 0 AND 1

This message indicates that the condition $0 \le TR \le 1$ has been violated.

The following error messages, numbers (14) through (18) should not occur in the present programs. If they do, they are probably caused by an error in reproducing the source decks.

(14) EXECUTION TERMINATED BECAUSE EXPONENT N CANNOT BE DETERMINED TO WITHIN .01 PERCENT IN 20 ITERATIONS

This message is printed by the circular body programs when the exponent n describing the equivalent body ordinates (see eqs. (11) to (14)) cannot be found accurately from information regarding the point of maximum radius (eqs. (12) or (16)) by using a Newton-Raphson procedure 20 times.

APPENDIX A

(15) EXECUTION TERMINATED BECAUSE POINT WHERE WING LEADING EDGE
PIERCES BODY CANNOT BE FOUND TO WITHIN .01 PERCENT IN 20 ITERATIONS

This message is printed when the point $X_{r\ell e_1}/\ell$ cannot be found accurately by using a Newton-Raphson iteration procedure 20 times.

(16) EXECUTION TERMINATED BECAUSE POINT WHERE WING TRAILING EDGE PIERCES BODY CANNOT BE FOUND TO WITHIN .01 PERCENT IN 20 ITERATIONS

This message is printed when the point X_{rte_1}/ℓ cannot be found accurately by using a Newton-Raphson iteration procedure 20 times.

(17) EXECUTION TERMINATED BECAUSE SEB"(X)=0 POINT CANNOT BE DETERMINED TO WITHIN SUFFICIENT ACCURACY IN 10 ITERATIONS

This message is printed by the circular body programs when the point $x_{\rm S}/\ell$ cannot be found accurately by using a Newton-Raphson iteration procedure 10 times.

(18) INTEGRATION TERMINATED BECAUSE ACCUMULATED ERRORS HAVE CAUSED INTEGRATION SUBROUTINE TO BISECT ORIGINAL STEP SIZE (.001) 10 TIMES

This message is printed when the integration subroutine used (Hammings modified predictor-corrector scheme as described in the Scientific Subroutine Package from IBM Corporation) cannot achieve the integration accuracy (DPRMT(4)) desired even though the original step size (DPRMT(3) = 0.001) has been bisected 10 times.

(19) PROGRAM TERMINATED BECAUSE INDENTED BODY RADIUS HAS BECOME LESS THAN ZERO AT \times/ℓ =

This message is printed by the program when the cross-sectional area of the wing is larger than that of the equivalent body, so that the indented body radius is less than zero. A wing with smaller thickness/chord ratio or smaller span must be used.

(20) PROGRAM TERMINATED BECAUSE INDENTED BODY MAJOR AXIS HAS BECOME LESS THAN ZERO AT x/ℓ =

This message is printed by the program for the same reason as message (20).

(21) CALCULATION TERMINATED BECAUSE FLOW ABOUT EQUIVALENT BODY HAS BECOME SUPERSONIC AT $\times/\ell=$. INPUT MACH NUMBER GREATER THAN LOWER CRITICAL

This message is printed when using the local linearization method for purely subsonic flow to calculate \mathbf{u}_{B} and indicates that the free stream Mach number is greater than the lower critical. There exists a region of supersonic flow and the local linearization method does not apply.

(22) CALCULATION TERMINATED BECAUSE FLOW ABOUT EQUIVALENT BODY HAS BECOME SUBSONIC AT x/ℓ =

This message is printed using the local linearization method for purely supersonic flow to calculate \mathbf{u}_{B} and it indicates that a region of subsonic flow has been encountered. This always occurs near the tail of the equivalent bodies considered here and the phenomenon is discussed fully in reference 6. However, if this region occurs at or near the nose, the local linearization method does not apply. In this case, the following error message is also printed,

INPUT MACH NUMBER LESS THAN UPPER CRITICAL indicating that the condition $\rm\,M_{CR,\,U}^{}<\,M_{\infty}^{}$ has been violated.

(23) START OF SUPERSONIC CALCULATION SUPERSONIC CALCULATION STARTS AT $x/\ell =$

This message is printed when using the local linearization method for $M_{\infty} \approx 1$ flows to calculate u_B and indicates where transfer is made from the parabolic (eq. (5)) to the hyperbolic (eq. (7)) differential equation. See reference 6 for details.

(24) START OF SUBSONIC CALCULATION
SUBSONIC CALCULATION STARTS AT x/l =

This message is printed when using the local linearization method for $M_{\infty} \approx 1$ flows to calculate u_B and indicates where transfer is made from the hyperbolic (eq. (7)) to the elliptic (eq. (6)) differential equation. See reference 6 for details.

NUMERICAL EXAMPLES

General Description of the Output

The output format of the program developed is as follows. On the top of the first page, a heading is printed describing the Mach number range, the general class of body (circular or elliptic) and wing being considered, and the theory used. Next, the wing-body geometry and flow field characteristics are printed. Then, if the local linearization method is being used, the program prints the fact that the integrations are starting at $x = x_g$ and proceeding to the nose. If the user supplies the distribution of $u_{\rm p}$, this is omitted. A heading of independent and dependent variables is printed next which contains, from left to right, the axial location x/ℓ at which output is to be given, the actual body radius $R_{\rm h}/\ell$ (or actual semimajor axis a/ ℓ in the case of elliptic bodies) at that axial location, the angles θ (in degrees) in the crossflow plane at which output is desired, the surface pressure coefficient Cp(body), and six flow-field pressure coefficients $C_{D}(r/D =)$ at the indicated distances r/D in the crossflow plane. For the case when the user supplies the $u_{\rm R}$ distribution, the calculation begins at a point close to the nose and proceeds toward the body base with the values of the above quantities being printed out in the indicated tabular form at specified axial locations. When the local linearization method is used to determine u_R , the calculation begins at $x = x_S$ and proceeds to a point close to the nose, with the quantities described being printed at the specified axial locations, then, when the point close to the nose is reached, the program returns to $x = x_s$, prints the fact that the integration is restarting at that point and proceeding to the tail, prints the independent and dependent variable heading described above, and proceeds with the calculation to the body base. If it should happen at some point that the radial distance in the crossflow plane at which output is desired is less than the body radius (i.e. the point is inside the body), or if an output point falls on the wing leading or trailing edge, the pressure coefficient at that point is set equal to 1.E + 6 and the program continues. Also, because of the discontinuity in the second derivative of the indented body d^2R_{h}/dx^2 (or d^2a/dx^2) at the points $x/\ell = X_{r\ell e_1}$ and $x/\ell = X_{rte_1}$

and the discontinuity in the slope of the wing span at the points $x/\ell = X_{\text{Sm}_1}$, and $x/\ell = X_{\text{Sm}_2}$, output is not printed within a band $(\Delta x/\ell = 0.005)$ of those points. When the calculations are successfully completed, the pertinent aerodynamic coefficients are calculated and printed and the program then proceeds to read the data for the next case.

Sample Cases

In order to provide checks on the programs, sample test cases have been run for each program and the results are provided in figures 8 through 12. In each case, the input data is provided together with the corresponding output.

Finally, we note that in order to improve their accuracy, changes have been made in the subroutines, as given in reference 6, which compute the derivatives of the indented circular and elliptic body area distributions. Consequently, the test case results that appear in reference 6 will differ slightly from the results which the current program will produce for those same wing-body geometries.

APPENDIX B

LISTING OF COMPUTER PROGRAM

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1. DE GREFIER ITAN U MIU LESS ITAN I.	MATNIGER	* CALL FCT(x+T+DERY)	Oreceu23

i	0.003.400 0.000	9600040	9140	DHPC6100	DHPC6101	DHPCG102	DHPCG103	DHPC6104	DHPCG1	0HPC6106	DHPCG	DHPC61	DHPC61	OHPC61	DHPC6111	DHPCGI	DHPCG1	PLEST	Or PCG115	DHPCG	DHPC6117	DHPCG	PHPC 13			Talearus and talear		DHPCGI	DHPC6124	DHPC6125	DHPC6126	CISCOPU	3100000	10000	219240	DCT612HO	DAPCGIS	DHPC613	DHPC613	DHPC613	193dH0	DHPC6136	DHPC61	0HPC6138	PETO DAPO	Tooler C	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	E 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2			DHPCG186	9192070	SHOCK THE	DHPCA14	2055 St. 6 4 817 (OUD CO.	1819191	S CHOCK	SOUTH THE STATE OF	TO TOO LOOK	I SOUTH	SCI 01/HO	04476136	STSDANG	OHPCG158				DHPCG16			DHPC6165	DHPCG166
		IN (EX. 61.1) APPLOAS	Delty (x. Y. DERY, INLF NOTA, PRAT)	IF (PRMT (51) 0.24.6	12.55.200.200	DC 25 111-32-12	(1)11(1,	AUX (N+7+1) HUERY (1)	IF (N=3) 27 - 24 - 20 u		WICK-III ES	AUX (Y . L) + AUX (O . I)	DELITHELITIELI	Y(I)=AUX(1+1)+.333333334He (AUX(6+1)+OEL1+AUX(10+1))	53		Att. 123 charles	(1) That (4) + (4) + (4) (4) (4)	061.1=04.1=05.1=05.1	Y(1) = AUX(1+1)+.375*H*(AUX(8+1)+UELT+AUX(11+1))	5.3				ALL ACTIVITIES OF COMPANY AND ALL TO BY THE PARTY OF THE	THE POLICE THE PROPERTY OF STREET PARTY OF STREET PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE POLICE THE PROPERTY OF THE POLICE	-KOLLA MELIKOU STAPLING VALUES FOR IME NOT SELF-	PREDICTOR+CORRECTOR METHOD.	Do 101 1:1:"CIM	Z=H+++UX(N+1-1)	7211	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	TO AN AUXISTANY STOUGHT LOCATION				CALL FOILZFINERY	,61.1) KETURN	WICHTOT >	(1)	7:(1'	T(1) = M() A(iv. 1) + . 29647701 + AUX(5,1) + . 15875964 + 2		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		SECOND CONTRACT OF THE PROPERTY OF THE PROPERT		1111	7.11 = 21.2 (1.1.1) + . 21.4 (0.1.5 = 2.1.1 = 3.1.5 (0.4.5 = 2.1.5 = 3.2.5 = 2.1.5 (1.1.5 = 3.2.5 = 2.1.5 = 3.2.5 = 2.1.5 (1.1.5 = 3.1			30 ((/ x x 1)FWY)	IF (MM. 61.1. RETURN	MICH SEPTEMBER	W. C. C. L. L. C. T. T. T. C. P. C. L. J. S. L.	17:10+17:10470#1#DERY(1)	(9,13,15,211,15w				PUSSINI SERAKAPOLUT FOR I TAKAGE	SEE CALANTOLISI TON LINAME			STARTING VALUES ARE COMPUTED.	NOW STAKE HAMMENGS MOUTHIND PRECIONACTOR METHOD	,	IF (N-6)204, <02, <04	1	N=8 CAUSES THE KOWS OF AUX TO CHAIGE THEIR STURAGE LOCATIONS	DO 203 NEC. 7	M1071111 6
	DIPCGU25				,,	: <		47		U	7.2			42		2	100 50	İ		AT (I) Y US		U		, .	, (, (100			101		, ,	,							102	٠						E01	•					30.			J				, _		, ر	، د	: د	500	201		,	202	
_	u	Ĭ	1000 A	900	5	1			200				١	9	9	9	į :	Ì.	į	[]			ξ:	≐ :	ᅕ.	*	*	푯	ᅔ			• :			_	u	_	_	_	_	_	_	_	_	_	_	_	٠,				•						= :	Ĭ.	=							ď			ㅂ	٠	_
		DAMO	DHPC6027	DHPC6028	0HbC6023	240		SCOOLAND	100001C	#000 HO	CODDING		CORC					HISECTION DA			ě			8	5	å	å	Ŧ	å	ć	5 6		3 '									==		1F (DELT-PAM) (4)) 19+14+17			NU SATISFACTORY ACCUPACY AFTEM IN RISECTIONS. ERROR MESSAGE.					THERE IS SAIISFACTORY ACCORACT AFTER LESS THAN II BISECTIONS.		•			0 (6	¥ .	ā			0							22 Y(1)=AUA(1,1)+H+(1,375+AUX(8,1)+,791666744K(9,1)-,20H3636354AUX(10D4FC6093		

203	3 AUK(N+6+1:=AiR(M+7+1)	J	T.	DIPC6240
ي .	L u 2	D4PC6170	2 IMF FIRST 1 IF (IMFF-10/22) 229 210	DrPC6242
, U	N LESS IMMN A CAUSES N+1:10 GET N	DHPC6171 223 DHPC6172		DHPC6243
Ů,	A TOXAGE AND TO COMPANY OF THE PARK OF THE	DHPCG173	DU 224 111-451M VIII=390024F-20-(6.E)-841X(N-1-1)-135-000-84X(N-2-1)-44-E1-84X(N-3-)	DHPC6245
,		DHPC6175	1+AUX(N-4+1)1-,1171875+(AUX(N+0+1)-6-+AUX(N+5+1)-AUX(N+4+1))+H	DHPC6247
ć	ADX (14-1-0.1) ET (1.1)	DHPC6176		OHPC6248 OHPC6249
ò	11+4HA	DHPC6178	218.00*AUX(N+5.1)-5.00*AUX(N+4.1) +H	DHPC6250
2.			AUX (N-U-) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	DMPCG251
	DG 2:17 1241% (1-4-1)*1.5333333340+(AUX(N+6.1)*AUX(14-6.1)-AUX(N+5.1)+AUXDMPC6181	DHPC618U	7.00 - 1.	D+PC6253
		DMPC6182	UELT=x-(H+H)	DHPC6254
	Y(1)=UELT>25619830AUX(16.1)	DMPC6183	CALL FCT (WELT , Y , DL MY)	D+PC6255
702	AUX(10-1)=()-LT	DMPC6194	THE CARE GIVEN THE TORK	DHPC6256
, ں	PARECICAN IN TO SOM SENENTED IN YOUR TO BE ADAM MUSICAL MANDELLOR	DHPCG186	AUX (N-2, 1) :: (1)	DHPC6258
ں ر				DHPC6259
	CALL PCT(A+T+DEMY)	DHPCG1A8 245		DHPC6260
,	Added of Distance of Control of the	DMPCG189	UKLI-UKLI	DMPC6263
. ر	AS SEVERALED IN DERI	DHPC6191	IT (MM.G.) RETURE	DHPC6263
,		DHPC6192	00 226 1=1.NDIM	DMPC6264
	OELTE.12500*(9.00*AUX(N-1.1)-AUX(N-3.1)+3.00*H*(DERY(I)+AUX(N+6.1)	DHPC6193	DELTEAUX (14+5)-1)+AUX (N+4-1)	DHPC6265
	1+A(1X (N+D+1) +A(1X (N+S+1))	DAPCE195	DELITIBELITATION	DHPCG267
3	AUX(16-17-8-0X(16-17-0XEL)	DHPC6196	1-5.36111111eHe(AUX(N+6.1)+DELT+DEKY(I)	DHPC6268
		DHPC6197 226	6 AUX(N+3+1)=DERY(I)	DHPC6269
U	TEST WHETHER H MUST BE HALVED OR WOURLEU	DHPC6198	60 TO 206	D+PC6270
	061.150	DHPC6199	EWD	7.202.00
606	DO 209 1=1:40tm DF 1:0FLT+AUX(15:1)#ABS(AUX(16:1))	DHPCG201		
	IF (UELT-PHMT(4))210,222,222	DHPC6202		
، ن	The same of the same of the first factors. The first factors in the factors in th	DHPCG203		
: ب	IN MUST NOT BE MALVED. THAT MEANS TILL AN	DHPCG205	SUBROUTINE MITAS(x,Y,Z,VIX,VIY,VIZ)	Buthen
v	IF (AM. 6) . I) RETURN		IMPLICIT LOMPLEX & (C)	PHTK5082
	F.NUIM.PRMT)		DIMENSION THETA(S). THETA!(S). THETA2(S). MF(7). YNI(S). ZNI(S). SCS(S)	PHTKS003
	IF (PRMT(5))212-211-212	DHPC6208	EXTERMAL FUNXIONENXZOFUNXZOFUNXZOFUNXZOFUNXZOFUNXZOFUNXAOFUNXZOFUN	PHTKS004
212	1 14 (14 14 14 14 14 14 14 14 14 14 14 14 14 1		EXTERNAL FUGXII-FUGX21-FUNX22-FUNX25-FUNX25-FUNX25-FUNX25-FUNX27-FUNX27	PHIRSOUS
: ā	3 JF(He(X+PRM1(2)))214.212.212		1FUNX 13. FULX 14. FUNX 15. FUNX 16. FUNX 17. FIRIX 61. FUNX 11. FUNY 12.	PhTK S007
214	4 IF (ABS(X-PRNT(2))1*ABS(H))212,215,215	٠	ZFUNTI3.FUNTI4.FUNZII.FUNX24.FUNXI6.FUNX19.FUNX10.FUNYIS	PHTKS008
	5 IF (DELTU20PRM1(4))216,216,201		COMMON /ELKZ/ DX11,DX12,DUD1,DUD2,DCD,ALPHA,TMETA,TMETA1,TMETA2,	PHTKSOOP
ں ر			COMMOIA / BEKA/ DN-UAIL-CAR-XTEMER-XXTEMER-XXTE-XXTE-XXTE-XXXX - XXIII XXII XXIII XX	PHTKS010
, u	H COULD BE JOUBLED IF ALL NECESSANY PRECEDING VALUES ARE		IXLSM1.XLSM2.SSMAX.DAIR.MTE.HTK	PHTKS012
	₹.		CUMMON /BLK4/ DL.DL12-DL1-DL2-DL3-DL4-M-MUPT-MELLPT	PHTKS013
912	5 IF (IFLF) 201 - 201 - 201 - 217		COMMON /DERNY ARTHIGHEN TO BE STONE OF THE COMMON /DERNY /	PHTKS014
810	16 (S1674+3)201-21-21-21-21-21-21-21-21-21-21-21-21-21		COMMON /BLK11/ RF1+11	PHTKS016
219		DHPC6221	COMMON /BLK13/ YY.ZZ.RZ.Z2.722.ZYB.KZY.AZMBZB	PHTKS017
•	IF (ISTEP=IMOD=IMOD) 261.220.201	DHPC6223	CORROL / DEFAIL DISEXT.DECEXT.DECEXT.DECEXT.COMEST.	PHTKS018
3		DHPC6224	IF (MELLPT.Eu.1) 60 TO 300	P-1KS020
	1STEP=0	OHPC6225	IF(X.LT.XMLE1) 60 TO 600	PHTK 5021
	00 221 151.MDIM	OHDCG227	IF (WIF, NF.), AND, X, GT, XOTF11 G1 to AD	PHTK 5022
	AUX (1-4-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	D+PC6228	IF (MTE.LG.1.AND.X.GT.XRTE1) GO TO SUO	PHTKS024
	AUX (N-3-1) = AUX (N-6-1)	DHPC6229	XLIRB(X)	PHTK 5025
	AUX (N+6.1) HAUX (N+5.1) Aux (N+5.1) HAUX (N+3.1)	DHPC6230	OSDX=USPLE(X)	PHTK 5026
	AUX (N+4-1) 12AUX (N+1-1)	DHPC6232	DADX=URBOX(X)	PHTK 5028
	DELT=AUX(N+o+1)+AUX(N+5+I)	OHPCG233	D2RUX=D2PaC(X (X)	PHTK5029
100	DELT=DELT+DELT+DELT A.V. (1.2.1)	Depte 33	DOZENJOZBOXIX.X.X.)	PHTK5030
5		D+PC6236	702227	PHTK5032
•	60 10 2u1	DIPCG237	TOTING TO	PHTK5033
.		D#PC6239	21+22:22	PHTKS034
,				7736

		PHTKS036	V12=02=47	PHTKS108
	***	PHTKS037	ARTORN ACC. 13 ARTORN ACC. 13 ARTORN ACC. 14 ARTORN ACC. 15 ARTORN	PHTKS109
	18.5 H 18.7	PHTK5039		PHTK5111
		PHTK5040	VIX10=n.	PHTK5112
		PHTKSO41	VIXXII-4.*UZX*URUX*ALOG(V.*XUL/R)	PHTKS113
	R22HZ	PHTKSULL	52 VIY5=U.	PHTKS115
		PHTKSOUM	-	PHTK5116
	4113 - LA - 4113	PHTKS045	60 TO 54	PHIKS117
	AZIL/J+(1++X())+(1++X())	Prix5045	SLE SPANLE (A)	PHTKS119
		PHTKSONB	DSLEOx=JSPLc(x) ,	PHTKS120
		PHTKSU49	USTEONEDSFIL (x)	PHTKS121
	(1)	DETECTO		PHTK\$123
	=DZ# \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	PHTKS052	02LE=U7MDX(A+SLE)	PHTK5124
		PHTKSUSS	UZTEBUZAUA(K.STE)	PHTKS125 PhTKS126
	VINTERTANDALGG (ZYZ)	PH1K5054	725	PhT45127
15	1-0 PUN 1/272	PHTKS056	K2=K8bs+2	PHTR5128
;	TO 1	PHTKSU57	2.552.00	PHTKS129
	X1)	PHTX SUS9	7.52.7.2**7.2	::
5	III.TUL.FUNK2.X.VIXZ)	PHTKS060	212=22+12	PHTKS132
2	VIXORs ** NI * O ROX * O VIXOR * O V	PHTKSU62	21792124012	7.5
	1.x.vTY1.	PHTKS063	R2SLE=R2/SLt	PHTKS135
		PHTKSU64	K2S1EHKZ/51c	PHTKS136
		PHTKSU66	754(144)+2717	PHINS 137
	. CALL SIMPL(XL:XL:XII:XIII:XIII) TO (**CONT.X:XIII)	PHTKS067	A3=Z2+(1-H25LE)++2	PHTKS139
23		PHTKS068	A4=22+(1+K25LE)++2	PHTKS140
		PHTKS069	ASH72+(T-VTE)++Z	PHTKS141
		PHTK5071	A7=22+(1-K2-TE)**	PHTKS143
-		PHTK5072	AB=22+(Y+K2>TE)+*2	PHTKS144
•		PHTKSU73	VIXSEEDZEEDSKEOKEDX*ALGG(Alebahabak/VIX) VIXSEEDAVISESSEEDAALGG(Alebahabahabahak/VX)	PHTKS145
-		PHTKS075	VIXB=P12*52cBP1(X)*ALUG(Z12)	PHTKS147
		PHTKS076	CALL SIMPLISTE SEE HI (*NITI-TOL-DEMOX-X-VIYZ)	PhTKS148
		PHTKSU77	VIYZ#(-+.*VIYZ+P12+51EBP1(x))/Z*2 [*-6#5(/)-11-1-1-6: 10 93	PHTKS149
	און אור אר און אור אר	PHTKSU79	60 10 96	PhTKS151
		PHTKSUBO	99 IF (AHS(Y).LT.SLE.AND.ARS(Y).GT.STE) GO 10 100	PHTK5152
	3 00	PHTKSUB1		PHIKS153
	7.5.1.7.1.7.1.7.1.7.1.7.1.7.1.7.1.7.1.7.	PHTKS083	VIX2=4.*RBH*UNDX*VIX2	PHTK\$155
		PHTKSORP	VIXE(VIXI+VIXZ+VIXSLE+VIXSTE+VIXR)/FIZ	PHTK5156
	7 (T)	PHTKSUR6	CALC SIMPLISIE: SECONDERNITO INTO CALCANDA SANDA	PHTKS158
52.	CALL SIMP:(AL, XU.) 11.11.11.10. FUNX5. X.V (XS)	PHTKS087	I4/(24414141)+A1A	PHTKS159
Ę	(%)	PHTKSOAB	[F(ABS(Z).LE.).E-4) GC TO 97	PHTKS160
27	CALL SIMPIIXL, XU, NIT, 1111, TOL, FUNX), Y, VIX7)	PHTKS090	171.42.171.7	PHTKS162
		PHTKSU91	7.41.7.42.2.42.1.7	PHTK5163
ž		PHTKS093	THE CONTRACT OF THE CONTRACT O	PHTKS165
	(RHY/XL)-R2Y+ALN6(SRY/RRY))	PHTK5094	47 VIZ=0.	PHTK5166
		PHTKSU95 PHTKS096	PETURA	PHTKS157
3	VIXH==2.*OZx*URDX*ALCGIAS*AB/ZI*; VIX=(vIx3+VIX++VIX5+VIX5+VIX5+VIX6+VIX9+VIX9+VIX10+VIX5+VXXP+VIX8)/PI2	PHTKS097		PHTKS169
í	CALL SIMPLIAL XUINITINITI TOLIFUNT VITY	PHTKSU98	022MXY=U220XY(X+Y)	PHTKS170
ζ		PHTKS100	SLEY=SLE - 1	PHTK5172
۲	(XL,XU,NIT,NIT,TOL,FUNK,X,VIY&)	PHTKS101 PHTKS102	YSTERY-STE CALL STADE (STESSES) TO STESSES STATE TO STATE BOX (VIX.11)	PHTKS173
35	Tu 52	PHTKS103	CALL SIMPL(STE-SLE-MII-MIII-TOL-FUNAL-X-VIX-)	PHTKS175
		PHTKS104 PHTKS105	CALL SIMP.*(SFE-VLE-NIC-NIC-NIL).TOL-FUNN9-X-VIXL2) VIXLOH4-*XBD*DDX*VIXLO/Y	PHTKS176 PHTKS177
ŗ		PHTKS106	VIX13=2.*U22HXY*(5LEY*(ALUG(5LEY/1)-1.)+Y5TE*(ALOG(Y4TE/Y)-1.))	PHTK5178
	VITE(4TT2+VIT5+VTT4+VTT5+VTT6+VTT72)/FI	PHTKS107	VIX#[UTA4+VIX1]+VIX12+VIX13+VIX5LE+UTX5TE+VIXB]/P12	PhTKS179

PHTKS252		PHTK5255	PHTK5256	PHTKS258	PHTK 5259	PHTK5260	PHTKS262	PHTK5263	PHTKS264	PHTKS266	PHTKS267	PHTKS268	PHTKS269	PHTKS271	PHTK5272	PATKS273	PHTKS275	PHTKS276	PHTKS277	PHTKS279	PHTKS280	PHTKS281	PHTK 5282	PHTKS284	PHTKS285	PHTXS286	PHTKS288	PHTKS289	PHTK5290	PHTKS292	PHTKS293	PHTK5294	PHTK\$296		PHTK\$299	PHTKS300	PHTKS302	PHTK5303	PHTKS034	PHTK5306	PHTKS307	PHTKS308	PHTK5310	PHTA5311	PHTK5312	PHTKS314	PHTKS315	PHTKS316 PHTKS317	PHTK5318	PHTK\$319	DETKS320	PHTK\$322	PHTK5323
VTKS=UZWD+(x-5)+OSDx+ALOGIA1+AZ+A3+AV/ZYB) VTKS=PZ=SZEBPT(DS)+2,+(10ZA+UZWDY1,x-A+0DADX+2W(X+A)+ODADX)	VTXB=VTXR+ALOG(ZY2)	CALL SIMPL(A.S.NIT.NITI.TOL.DZWDX-X.VIVZI)	VIYZH(-4.eVIYZ)+PIZOSJEBPI(DX)+Z.eZe(X.eZeXX)/ZYZ	IF(ABS(21).LE.1.E-4.AuD.ABS(Y1).LT.XU) 60 TO 11	VIXAE-2 UZA . UAUX . ALOS (AS . AS . ZY4)	CALL SIMPLIATION TO MITTO TOUR PONTO NO VINE CALL SIMPLIANCE OF CALL S	VIX21=-AFACUSOVIX21	CALL SIMPLIXLOXUONITONITLOTULOFUNX220XOVTX22)	VIXORD-AFFCOGEVIXO2 Cat cited (vi animalitation for affects of the street	CALL SIMPLACIONAL CONTROL CONTROL OF CONTROL	CALL SIMPLIAL, XU, NIT , 1111, TOL, FUNX24, X, VIX24)	VIXXBEIAFACGOSVIXXB	CALL SIMPICAL: XU-XU-XII-INITI-TOL-FUNAZS-X-VIAZS-	CALL SIMPL'IXL, XU, NIT, NIT1, TOL, FUNX26, X, VTA26)	VIX26=AFACQuevIX26	CALL SERFICATIONS IN THIS COURT OF AN ACTION OF A COURT	CALL SIMPLIAL, XUINITINITINITU-FUNX28, XIVIX28)	VIX28:AFACQ4*VIX28	VIXETVIXII.+VIXE2+VIXE2+VIXE3+VIXE3+VIXE4+VIXE6+VIXE6+VIXE7+VFM86	CALL SIMPI(AL MUNITIFICAL FUNTILIA CONTINUAL FUNTILIA CONTINUAL SIMPI(AL MUNITIFICAL FUNTILIA CONTINUAL FUNT	VIYY1:05-471	CALL SIMPLIALIXUANITANITIATOLIFUNZIIAXAVTZI)	7212-17-17-17-17-17-17-17-17-17-17-17-17-17-	VITIC=(WD=11+WD=Z]+WJ]Z IF(AHS(Z])-(E-1)-E-4) 60 TO 1400		VIY#(VIYYI+VIYZI+VIYYZ)/P1	V1221=05*V111	VTZYZ=(05=21-06=11)=VTYZ	VTZ=1V7ZY1+VTZZ1+VTZY2)/P1 RETURN	1460 VTZ=0.		1 DAWYEDAWIKIX.Y		CANNATORON (ANNA CONTRACTOR CONTR	ウスと言えたこのとしている。大人	AZZWXTEDZZWXY	RUXL	אחרבאח-אר	R2Y#R2/Y1	7X-1X0-1X0-1X0-1X0-1X0-1X0-1X0-1X0-1X0-1X	YR=Y1-XL	YPR:Y1-X1	CALL SIMPI(XL,XU,NIT,NITI,TOL,FUNXI3,X,VTX3)	CALL SIMPLIXL, XU, NIT, NITI, TOL, FUNXIG, X, VIXU)	CALL SIMPLIAL-XU-XII-MITI-TOL-FUNXIS-X-VIXS)	VIX62AFACG6*VIX6/Y1	CALL SIMPLIALITONITONITOTOL FUNXITONITAL	VIXILATE PERSONALIANTING PRANTING TO CALL SIMPLY (CALL SIMPLY)	VIX71=AFALG3eVIX71/Y1	CALL SIMPL(XL,XU,NIT,NIT1,TUL,FUNX61,X,VTX61)	FIRST TANGES TO THE TOTAL TO THE TANGES TO T	VIX652.*022#XT*(SY*(ALO6(SY/Y1)-1.)+YR*(ALO6(YR/Y1)-1.)-A2MB24*	1((SY/XU)*AL06(SY/Y1)+(YK/R)*AL06(YR/Y1)-AL06(XU/R))/Y1)
PHTKS180 PHTKS181	PHTKSIA2	PHTKS183	PHIN SING	PHTK5186	PHTKS187	PHTKS138	PHTKS190	PHTKS191	PHTKS192	35	PHTKS195	PHTKS196	PHTK5198	PHTK5199	PHTKS200	PHTK\$202	PHTKS203	PHTKS204	PHTKS205	PHTK5207	PHTKS208	PHTKS209	PHTKS211	PHTK5212	PHTKS213	PHINS214	PHTK5216	PHTKS217	PHTKS219	PHTK5220	PHTKS221	PHTK5223	PHTK5224	PHTK5225 PHTK5226	PHTKS227	PHTK5228	PHTK\$230	PHTKS231	PHTK5232	PHTK5234	PHTKS235	PHTK5235	PHTKS238	PHTKS239	PHTKS241	PHTKS242	PHTR5243	PHTKS245	PHTK5246	PHTKS247	PHTKS249	PHTK\$250	PMTKS251
CALL SIMPLISTE-SLE-NIT-NITL-FUNTS-X-VITS) VITSE-VITS	CALL SIMPI(STE.SLE.MIT.NITI.TOL.FUNTS.X.VIYS)	VIY60=DZWXY*ALOG(SLEY/YSTE)	C/	VIZ=DZ#XY			VIY=VIFAC+YN1(II)	VIZ=VIFAC.ZN1(11)	NETURN NO OXEX		14 (MTL. HE. 1. AND. X. GT. XRTE1) GU 10 6000	IF (#TE.LO.1.AND.X.GT.XLSMZ) GO 70 6000	A26H2HUL1040A	A2ME24TA2MBZ/4.	1F(ABS(Z)-Lt-1-t-4) Z=0.	CARCSUR! (LS16*CS16*APMB2)	C1=(C51e+tA)/2.	Y1=WEALIG1)	Z1=AlmaG(c1)	7727	75:17:72	V2=11eY1	7221172412	212=272 A212=272	2120212	775177745 000111745	XLUER	Resteat	CONSTITUTE	してらかに こってにひた	01=REAL(Culz)	DAILE A (CAME)	(TOD) 34E FILED	OSENEAL (CUSO)	DADX=DADX(X)	AFACGSBULIEN-BADKPOULZ-865	AFACOSIDE SANDANA SAND	•21	JF(MTE.LO.1.AND.X.GT.XRTE1) GU TO 1500	SCR212150KT (SeS-A2M82)	DSDX=DSPLt(x)	DZADX=DZAGA(X)	D2ZA=D2ZWuX(X,A)	SSE(S+SCM212)/2.	R25=R2/XU	R225R2	AR22#R22	RS=XL/XU	A1=22+(V1-XU) 0+2	A21224(11+XU)ee2	Au=22+(11+R25)+2	A5=22+(11=XL)++2	A0=22+(71+KL)+62

VIX4=26/22/A0(XIIOH_UG(SMY/XU)-K_0ALUG(BMY/XL)-R2Y0ALUG(SRY/RRY)	PHTKS324	VTX27=AFA-COSeVTX27	PHTKS396
-	PHTK5325	CALL SIMPICSELIANTIANTIANTIALOLATORES ALVIXES VIVES VI	PHTKS398
VIXA1U=U/H+,AUX+!-u,+41,UG(YH+TPH/Y2)-u,+4+03+4LOG(SHY/RHY)/UL-	PHTKSB27	VIX2=VIX1+VIX21+VIX21+VIX2+VIX3+VIX2++VIX25+VIX26+VIX27+VIX26 VXX=-VXX+VXX-XXXXXXXXXXXXXXXXXXXXXXXXXXX	PHTKS399
VIXH+VIX61+VIX7+VIX71+VIXH+VIX9+VIX11+VIXA10+	PHTKS329	CALL SIMPLISTEINSLEINITINITIONE, CALL SIMPLISTOR	PHTKS401
	PHTKS330	VIYYISOSAVİTİ	PHTKS402
CALL SINE (ALCANS) 1 - 12 1 - 12	PHTKCASS	CALL SIMPLISIE 1.5EC. 1.111.101.11.101.11.0NZ11.X1V12.1	PHTKS404
XU-ILIT-IIIII-TUL-FURTIS-R-VTC31	PHTKS333	117+90+11+90	PHTKSUNS
	PHTKSDS#	FFABS(Z1).LE.1.E=4; GO TO 1349	PHTKS407
	PHTK5336	VIYE(VIYYI+VIYZI+VIYYZ)/P1	PHTKS408
1 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	PHTKSGG7	171713-46-4171	PHTKS409
	PHIKSOSA	VIZZ1#050*VIZ1	PHIKAGIO
V1145-17-40240-1711-171-171-171-171-171-171-171-171-1	TPHTKSS40	7/1/2=(\J/2/1/2=1/2=1/2=1/2=1/2=1/2=1/2=1/2=1/2=1	PHTKS412
			PHTKS413
154 VIYYZHQ5-11-4VIYZ	PHTK5342 1399		PHTKS414
VIT-1V-1-10-V-1-10-V-1-10-V-1-10-V-1-10-V-1-10-V-1-10-V-1-10-V-1-10-V-1-10-V-1-10-V-1-10-V-1-10-V-1-10-V-1-10-V	PHTKAGGG	WEITH WITH TANK THE TOTAL TOTA	PHTK5416
	PHTK5345		PHTKS417
XILE (ALUGIXUL/RI-1.)-A2MP24.((XIL/XU)*ALOGIXUL/R)-	PETENGER	D22mXY=U2.2xWX (X,Y)	PHTKS418
1/H) -42M324* ((XUL/R) *4L0G	(PHTKS348	AZERTEDZENT	PHTKS420
1XUL/XU)+1-1/XU+1-/411	PHTK5349	A22wxy=U22wxy	PHTKS#21
V1YA1U#U?x*UAUX*(-+.*ALOG(?.*XUL/H)*UL*ALU\$*ALU\$(XU/H))	PHTK5350	AZ/4XY=0224XY Byy=By/x	PHIKSESS
15.7 17.750	PHTK 5352	SLE171=5Lt1-71	PHTKS424
	PHTKS353	YISTELSTI-SIE1	PHTKS425
PC 101 (0)	PHTK5054	CALL SIMPL(SIMI) SLEID SLEID STID STID TO TO PROMISE SECTION	PHTKS427
	PHTKS356	CALL SIMPI (STEI SLEI INITINITI TUL FUNXIY X VTX9)	PHTK5428
OSLEDX=JSPLe(x)	PHTK5357	VIXULAFACOSVIX 9/1	PHTKS429
#SYEOXHUSPTE (X)	PHTKS358	CALL SEMPLICIES CONTINUED OF THE CONTINUE OF T	DHIKAG
DZTE=UZ*UX*XTE)	PHTK5360	CALL SIMPI (STELLSLELLHITLINITI) TOL FUNXIUIX, VTX10)	PHTKS432
STEI=(STE+SWRT(STE+STE+A2NBZ))/2.	PHTK5361	VIXIOHAFACOSVIXIL/Y:	PHTKS+33
SEE 1 1 SEE + SOF 1 (SEE + SEE 1 PRINTS) / C.	PHTK5362	CALL SIMPLYSIELFOLE FOR FINAL FOR FINAL CONTRICTOR AND STATES OF TABLE VALUE OF TABL	PHTKS#US
K2S1E1=#2/S1E1	PHTKS364	VIX12=2.*U22#XY*(SLE1Y1*(ALUG(SLE1Y1/Y1)-1.)+Y15TE1*(ALUG(Y15TE1/	
A1=22+(11=5L(1)++2	PHTKS365	1Y - . - AZME4/Y + ((SLE1Y /SLE) + ALOG (SLE1Y /Y) + (YISTE /SLE)	PHTKS437
A5=72+(11-SEE17++2 A5=72+(11-R2SEE1)++2	PHTK5367	ZACUGA 1151C1/11/HV-MCUGASCE1/51C1/7/7 VIX=(VTX4+V1XH+V1XH+VTX0+VTX1U+VTX61+VTX1Z+VTX11+VTX5LE+VTX5TE+	PHTK54.50
A4=/2+(11+H25LE1)++2	PHTK5368	1VTXB)/P12	PHTKS440
A51:22+(11-5/E1)++2	PHTK5369	CALL SIMP. (STELL-SLELL-NITL-NITL-FORVIS-X-VTV3)	PHTKS#41
A0424 (11451E1) ***	PHTK5370	VII)==605*VII) CALL SIMPI(STE1,SLE1,HII)*NIII,TOL.FUNYID:A.VIY5)	PHIKSHES
AH=/2+(+R2STE1)++2	PHTKS372	V1Y5=u5eV1Y5	PHTKStut
VIXSLETUZIE=DSLEDX>ALG(Alebyo+Seet/Zif) VIXCI+IIDVI+BID(F)-V=B-D(F)-V_F)-V_F(F)-V_F(F)-V_F(F)-V_F(F)-V_F(F)-V_F	PHTKS373 PHTKS370	VIYAH-05*UZ*XY* (ALGG (ALGIYI/YISIFI) *A2MU2** (11./Y2) * (ALGG (SLF1/ SIF1)	PHTKS445
VTXB=P12*32EHP1(DX)*ALOG(ZY2)	PHTK5375	VIYYZ=05+11+VIYZ	PHTKS447
CALL SIMPI (STE-SLE-NIT-NITI-TOL-DZWDX-X-VIYZI)	PHTK5376	V1Y=(V1Y3+V1Y5+V1Y0+V1YY2)/PI	PHTKS+46
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	PHTKS377	V.C.I.S.W.Y.V.C.I.S.W.W.Y.V.C.I.S.W.Y.V.C.I.S.W.Y.V.C.I.S.W.Y.V.C.I.S.W.Y.V.V.C.I.S.W.W.Y.V.C.I.S.W.Y.V.V.V.V.V.V.V.V.V.V.V.V.V.V.V.V.V.V	PHIKSEC
IF (ABS(21), LE. 1. E-4) 60 TU 1199	PHTK5379 6000		PHTKS451
6u 10 119e	PHTKS380	CS16=CMPLX(1+2)	PHTRS452
1194 ITTABS:11LI.STE.AND.AMS:11GI.STE. GO 10 1100	PHIKS381 PHTKS382	A2M52HD1-1+A+A	PHTKSESE
CALL SIMPL(STE1.SLF1.NITI.NITI.TOL.FUNX21.X.VTX21)	PHTK5383	CA=CSGR1(US16+CS16-A2MB2)	PHTK5455
VIXXIII-AFACOSeVIXZI	PHTKSUBE	C1=(C516+CA)/2.	PHTKS456
CALL SIMFICSTELSELIONIONIIIOLOLOLOLOMAZZOXONIAZZO VIXZZOHAFAGGGOVIXZZ	PHTKSUBS	71=KEAL(L1) 21=A]mAG(L1)	PHTKS458
CALL SIMPLESTEINSTANTANTINTOL. FUNKESANATKESI	PHTKS387	272=71+71+21+21	PHTKS459
CHENCHAP ACCOMPANAN Call Cleby (The London L	PHIRSONS	CG12=10/CC1+C1-C20*AZME2/ Cc24=101+C21/	PHTKS#50
VIXCENSE A CODS VIXOR	PHTK5390	GI=HEAL (CGIZ)	PHTKS462
CALL SIMPI(STEI)SLEIPMII)GIII,TOL/FUNASSAVYTASS) VIXOSTAFALDASVIADA	PHTKS391	05HXEAL(Cour)	PHTKS463
CALL SIAPLISTELISLELINITINITITUL FUNZEILAVITZE)	PHTK5393	RIEDL40A	PHTKS465
VIXZGHATALGAGVIXO Table tiledictit von Francis Little (TO: Francis)	PHTKS394	SEBIESIEBY ((X)	PHTKS466
CALL SIMPLISIES: SCTIONS: MISSINGLITUMARITALISES:	MINSONO		1000

VITE: = 5E U1 = 03 VIZ = 4 = 5E U1 = 04 RETAMP. END	PHTKS468 PHTKS469 PHTKS470 PHTKS471	R151=H1/51 S1462;+182/51 R1515;G=G13:4R151 C=G4PLK(T7:42) IF T462;R2=Z77:4.E:1.E-5; 60 T0 13 C2=C1/C C2=C1/C	PHLF 1064 PHLF 1065 PHLF 1066 PHLF 1069 PHLF 1069 PHLF 1069
Subkoutink PHILTITITION VLVLZ) INFLIGIT COMPLETED: COMMON ("LEND TO LEGED I: DR. P. P. P. P. P. P. P. P. P. P. P. P. P.	PALF 7002 PALF 7002 PALF 7002 PALF 7003 PALF 7003 PALF 7003 PALF 7003 PALF 7003 PALF 7003 PALF 7003 PALF 7003 PALF 7003 PALF 7003 PALF 7003 PALF 7023 PALF 7023 PALF 7023 PALF 7023 PALF 7023 PALF 7023 PALF 7023 PALF 7023 PALF 7023 PALF 7023 PALF 7023 PALF 7023 PALF 7023 PALF 7033 PALF 7033 PALF 7033 PALF 7033 PALF 7033 PALF 7033 PALF 7033 PALF 7033 PALF 7033 PALF 7033 PALF 7033 PALF 7033 PALF 7033 PALF 7033 PALF 7033 PALF 7033 PALF 7033	CG=C1/R1 CG=C1/R1 CG=C1/R1 CG=C1/R1 CG=CG=C20 * * * * * * * * * * * * * * * * * * *	PHFF1072, PHFF1072, PHFF1074, PHFF1074, PHFF1074, PHFF1075, PHFF1076, PHFF10
0 0 10 4 5 0 10 4 1 o 10 1 0 0 10 7 6 0 10 6 7 o 10 6 0 10 7 7 o 10 6 0 10 7 7 o 10 6 0 10 7 8 0 10 6 0 10 7 8 0 10 6 0 10 7 8 0 10 10 10 10 10 10 10 10 10 10 10 10 1	PHLFTOUS PHL	SUBROUTINE OUTP(DX.ÖY.DDERY.IM.F.MDIM.DPRMT) SUPPOSED REAL COMPECAGE REAL COULCELCOS OUTPOOND DIMENSIAN TASSINIALOSOU) DIMENSIAN CENTRALOSOU) DIMENSIAN CENTRALOSOU) DIMENSIAN CENTRALOSOU) DIMENSIAN CENTRALOSOU DIMENSIAN CENTRALOSOU INTERNALOSOU COMMON 'BEK'X DATALOSOU COMMON 'BEK'X PRILISALOSOU COMMON 'BEK'X DATALOSOU COMMON 'BEK'X DATALOSOU COMMON 'BEK'X DATALOSOU COMMON 'BEK'X DATALOSOU COMMON 'BEK'X PRILISALOSOU COMMON 'BEK'X DATALOSOU COMMON '	0.07P0001 0.07P0003 0.07P0003 0.07P0003 0.07P0005 0.07P0000 0.07P0010 0.07P0010 0.07P0010 0.07P0010 0.07P0010 0.07P0010 0.07P0010 0.07P0010 0.07P0010

Dyspr(1)	0UTP0021 0UTP0U22	VLX=-VLX	0UTP0093 0UTP0094
23 (3515.51); Ohr (0x)	00TP0023	CPL(1)=-2.*(UB-U2B+VTX+VLX+ALPMA*(V12+VLZ))-(VTY+VLY)**2-(VTZ+VLZ)	OUTPOOS OUTPOOS
・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・	001140025	60 TO 5	OUTP0097
DuCanCP (cs.)	OUTPOUS6		0UTP0098
	OUTPROST OUTPROSE	V. 710.	0011500
OCKERGE (LAOUTHER)			OUTP0101
ELDEBLIN (WILL +DDL/IL-1) +UDX/2.	OUTPOUSO 0000	-	OUTP0102
3	001F0031 00TP0032	V1Y=1K651X(1C+2)	01170104
	00110033	1C=1C+3	OUTP0105
The second secon	0UTP0034 0UTP0035	60 T0 19	0UTP0106
			OUTP0108
	001P0037	TKSSTW(1C+2)=VT2	OUTPOINS
14 (F) (F) (F) (F) (F) (F)	00110039	0 10 10 P	OUTPOILL
11 (AHS (1.L1 -11.1) -61.1.E-3.ANU. A. 61.XLSM2) UO TU 502	OUTPOUGU 9uz	-	OUTP0112
	0.170042	CPL(I)=999999	OUTP0113
	OUTPOORS	IF (AB)	OUTP0115
the IP (UX.61. DWRTE) RETURN	OUTP0044		OUTPOILE
SO THE CONTROL SETURGE		IF (AHS (ALVAN) - LE-1-E-4) 60 TO SUO:	OUTP0118
XAHX	OUTP0047	WHITE (6.100) XIRITHETAZ(1114CPL	0UTP0119
F (ABS(X-ARLED), T.H3.0%-AHS(R-KNSMI), (-H3) GO TO 501	001790048	60 TO 500	00170120
	_	WHITE (OUTP0122
KRH45681 (AKU56)	00TP0051 102	2 FORMAT (11 .F7.4.2x.F7.4.2x.11H 0.0(UPPER).7(2x.1PF11.4))	00770123
IN CHALLEY FEET 1 GO TO BED	OUTP0053 163	FUPMAT	OUTP0125
(X) Early			0UTP0126
AT THE STATE OF TH	001700055	9 WAITH (6-100) X-R-THETAILID-CPU	OUTP0127
ı.			00TP0129
(I) LT+ (JI) TZ+11X			OUTP0130
74.2.2.2 (11.2 e.R. (1.2 e	0UTP0059 104	FOREAL (12)	001700131
1+ (1R-R+1). of u01' 60 10 902	OUTP0061 502		OUTP0133
IF (x.LT.MMLEJ) 60 TO 900	OUTP0062	RETURN	OUTP0134
IF (MTE.:46.1.AND.x.(-1.ARTE1) GU TO 900	OUTP0064		OUTP0136
If (#TE. LO. 1) 60 TU 1000	00110065	Dx11=Ux12	OUTP0137
LETALT ALSAVE GO TO 1002	00170066	DX12=UX Dunit=Dinit	OUTP0136
1001 01 09	OUTP0068	Duuz=Luu	OUTP0140
1000 IF (X.LT.XXTE) 60 TO 1002	001790069	60 TO 21 11 DU=DY(1)+UEF	OUTP0141
1511#1=57L			0UTP0143
	0UTP0072	60 TO 21 WHITE (No.1111)	00TP0144
1007 75-37 WILE 17		0.74HINTEGRATION TERMINATED BECAUSE ACCUMULATED ERRORS	HOUTPOI'46
	0UTP0075	JAVE CAUSED INTEGRATION /1x55MSUBPOUTINE TO BISECT ORIGINAL STEP S	SIONTPOINT
SOUD CALL PHITASIX+Y-Z-VIX+VIZ)		13	00TPn1#9
CO TO GUILL STATE OF THE STATE	0UTP0078 3un	0 Alba (X)	01770150
	001770080	RF(1)=A/SCS(11)	00170152
CALL PHILTIX, Y.Z.VLX, VLY, VLZ)	OUTPOORI	RERF(1)	OUTP0153
VIXIA[PIZAeVIX	001770083	00 115 121.7 YEYNI(11) 64.1(1)	OUTP0154
VLZ:ALPHAeVLZ	OUTPODAM	Z=ZN1(I1) *RF(I)	
か 〇1 〇9 か 一 一 一 一 一 一 一 一 一 一 一 一 一 一 一 一 一 一	0UTP0086	AFILKF(1) IF((R-RF1),61,,001) GC TO 1402	0UTP0157
	OUTPOURT	0 0 TO 1900	OUTP0159
VLYSHVLFACOSIN(2.eTMETA(11)) VLZSVLFACOCUS(2.eTMETA(11))	001790038	IF(MTE.EG.1.AND.X.GT.XLSM2) GU 10 1900 IF(MTE.1.6.1.AND.X.GT.XRTE1) GO 10 1900	OUTP0160
4 CPU(1)=-2. • (UB-U2B+VTX+VLX+ALPHA•(VTZ+VLZ))-(VTY+VLY)••2-(VTZ+VLZ)OUTP0090	.2) Outpon90) 60 TO 1100	OUTP0162
1952 VI25-VI2	OUTP0092	ANTE(A)	OUTP0164

OUTP6237 OUTP6236

88	表现在我们在我们就会会会会会会会会会会会会会会会会会会会会会会会会会会会会会会会会会
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60 TO 21	COMMON WRITE OF THE TRANSPERSENCE OF TRANSPERSENCE OF THE TRANSPERSENCE OF TRANSPERSENCE
00.17901.66 00.17901.64 00.17901.65 00.17901.65 00.17901.71 00.17901.73 00.17901.73	0.01701175 0.01701176 0.01701176 0.01701176 0.01701176 0.01701185 0.01701185 0.01701185 0.01701185 0.01701185 0.01701186
60 TU 1111 STESPANTLI) STESPANTLI) TYSTESPANTLI) TYSTESPANTLI) TYSTESPANTLI) TYSTESPANTLI) TYSTESPANTLI) TYSTESPANTLI) TYSTESPANTLI) TYSTESPANTLI TY	
1100	117 114 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

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FCT00040 FCT00040 FCT00050 FCT00051 FCT00051 FCT00051 FCT00050 FCT00050 FCT00050 FCT00060 FCT00060 FCT00060 FCT00060 FCT00060 FCT00060 FCT00060 FCT00060	DIMTOON DIMTOO	0) IN TOO 0) IN
11 0EF=DA2*ALOw(UD/(UX*(1,-DX)))+01NT(UX)+01NT1(DX)	FUNCTION DIMITIOZ) EXTERNAL DEUN COMMON /MALIA/ UNFORZ IF (ASSIGZ) -LT.1.E-5) WO TO 25 DAZ=52EBP16AZ) UNT=10 RETURN RETURN END FUNCTION DIMITIUZ) FUNCTION DIMITIUZ) FUNCTION DIMITIUZ) FUNCTION DIMITIUZ) FUNCTION DIMITIUZ) FUNCTION DIMITIUZ) FUNCTION DIMITIUZ) FUNCTION DIMITIUZ) FUNCTION DIMITIUZ) FUNCTION DIMITIUZ) FUNCTION DIMITIUZ) FUNCTION DIMITIUZ) FUNCTION DIMITIUZ) FUNCTION DIMITIUZ) FUNCTION DIMITIUZ) FUNCTION DIMITIUZ) ONE SESEBPIUZ) NE SESEBPIUZ ONE SESE	FUNCTION DIINT(02) EXTERNAL UFONI COMMON / BLKIB/ D23.0A3 ICHMON / BLKIB/ D23.0A3 ICHMON / BLKIB/ D23.0A3 ICHMS!(22)E.1.E.5) UP TO 25 D2.3=25 UPIL(0.2) N.T.=10 V.T.=10 V.T.
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FUACTION FUANG (RO.KI) COMPUN / PREATS / 12.82.122.122.123.424.424624 2121.(419.KY) FUANGEZINUZADX(KO.KI) RETURN	F.(*X6.001 F.U*X6.002 F.U*X6.003 F.U*X6.003 F.U*X6.005 F.U*X6.006	FUNCTION FUNTZ(KO.XI) COMMON /BLKI3/ 1.2.HZ.22.YZ2.Z78.HZY.AZMBZ4 YU=+2/XI YI=+XI Y=+XI Z=1./Y1+1./YZ Z=1.7Y=1.YZ FUNYZ=Z1.0Z_6UX(X0.XI) RETHRN	FUNZOD1 FUNZOD2 FUNZOD0 FUNZOD0 FUNZOD0 FUNZOD5 FUNZOD0
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FUNCTION: + LINTG(XO,XI) CUMMO: /HLKI3/ Y* £*R2*22*Y2*.2Y0*R2Y*A2MB24 VUHK2/A1 YI = (Y*XI)*** Y2=(Y*XI)*** Y3=(Y*V0)*** Y3=(Y*V0)*** Y3=(Y*V0)*** Y3=(Y*V0)*** Y3=(Y*V0)*** Y3=(Y*V0)*** Y3=(Y*V0)*** Y3=(Y*V0)*** Y3=(Y*V0)** WETURN	FUNXBOOL FUNXBOOL FUNXBOOL FUNXBOOL FUNXBOOL FUNXBOOL FUNXBOOL FUNXBOOL FUNXBOOL FUNXBOOL FUNXBOOL FUNXBOOL FUNXBOOL FUNXBOOL	FUNCTION FUNTWIRDALL) COMMON / HALLS/ 71.2.122.778.827.423824 COMMON / HALLS/ 71.2.142.22.778.827.423824 COMMON / PLELIA / UZB.X7.0228.X7.028.X7.0	FUNYSOL FUNYSOL FUNYSOL FUNYSOL FUNYSOL FUNYSOL FUNYSOL FUNYSOL FUNYSOL FUNYSOL FUNYSOL
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ZZL	FNX	I X	000C1XZL	BCOFTEXU	FNX15009	01001001			FINITION	FNX15015	FNX15016			746.821.424824 FNX16002		FNX15004	FNX15006	7071121 90091121			10019XW4	FIXELOOD	#0719X9J						FNX17006		8007 IXXI	FNX17010	SIOCING	FNX17013	#10/1x24		FNX71001	FNX71002	TANATIOOS TANATIOOS			ZY8, K2Y, A2MBZ4	SCOUTTER	FNY1AUDS	FNX19006					
FUNCTION FUNKIS(KU-KI) COMMON /BLKIS/ FLAZMZ-ZZZ-ZZZ-ZZB-MZ-KZ-MW-M	COMMON /HIKIP/ DZBXI:JZZWXI:DZ	X-1-x-2-x-x-x-x-x-x-x-x-x-x-x-x-x-x-x-x-x	X4=X2/X1	Y1=(Y-R2/A1)	2	72=71=71 72=71=71	21=(1,-x4)**LUG(Yc)	FUIX15=21+ (U2ZWUX (X0+X3)-U2ZA	AFFILEN	* DECINOL I	END			COMMON /BLK13/ 1.2.42.722.278.821.428824	X2=A2MH24/X1	2X+1X19X 2X+1X19X	FUNX16=21-02-00X (XU-X3)	RETURN.			TONUL TONUL	HE TURK	END		FUNCTION PUNKTY(X0+X1)	CUMMON /ALK13/ 1.2.82.22.122.	COFFOR /BLKI6/ DZEXY.DZZXXY.D	X 7 H M G M M M M M M M M M M M M M M M M M	X4=X2/X1	YIEXI-RCY	Z1=1./Y1	FUNX17=21*(UZWDX(X0+X5)-DZA)	FINE 7 1 1 2 2 3 4 4 4 4 4 4 4 4 4	RETURN	END		FUNCTION FULLY 1 (XU: XI)	FUNX71=FUNX17(X0,X1)/X1	NETUKN END		FUNCTION PUMAIBIXUANI	COMMON /BLK13/ Y-Z-R2-22-Y22-	X2=1=GT-	X3=X1+XZ	X4EX2/X1	7 T X / Z X I) * * * * * * * * * * * * * * * * * *	Y2=(Y-Yu)++2	200 (UT+1) = UT+1	710/1-144/14C00/11/17/1-0/1-0/ FUNX12H/1-0/20X(X0-X0)	
FUNZ1001 FUNZ1002	E COLLANDE	FUNZ 1004	FUNZ1006	FUNZ 1007	FUNZ1008	FUNZ1010	FUNZ1011			FNX 10001	FNX10002	NOOCIANIA COCCANIA	20001x84	FNX10006	FNX10007			FNX11001 FNX11002	FNX11003	FIXTICO	FAXILOSS	FNX11007	FNX11008	FNX11010	FNX11011	FNX11012 FNX11013	FNX11014	FNX11015			FAX13001	FINALBOOK	#OOF TXNE	FINALUCIO	FNX13007	FNX13008	FNX13010	FIXILIGIT	FNX13013			FIXILECON		FNX14006	FNX14007	FNX14009	FIXITEDIO	FNX14011	FINITEST	
FUNCTION FUNCTIAO XI)	大きれる アメリカー かんしょう かんしょう かんしょう アメート アメート アメート アメート アメート アメート アメート アメート	Y12/2+(1-x1,+(Y-X1)	(TH+L)+-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	(D) () () () () () () () () ()	3+1./*	FU1/21221+0/240x(x(1+x1)	RETURN.			Const Trees and State at 1	CUMMON / FILK 13/ 11/2-RP-22-12212/8-KP1-A2#R24	XG=11+AcMU2+/X1	7111.7(XI)-(XI)-(XI)-(XI))	FUNKTU-ZIFUZ BUX LAUFAU.	C T			FONCTION FULKITINGS IN CONTRACTOR AND AND AND AND AND AND AND AND AND AND	X2:A2MH24/XI	\X+ (XH) X	コマングミリウム コマングミリウム	Y1=22+(Y-X1)+(Y-X1)	Y21274(T+41)*(T*X1) X43704(X410)*(X4X1)	101-110-(1+40)	Z1=ALug(Y1+72+73+14/ZfA)	Z1=(1,,4,-,-Z) FUNX11=Z1=0 <z#ux(x0,x3)< td=""><td>RETURN</td><td>END .</td><td></td><td>•</td><td>FUNCTION PUNKIBLE NO. 20 TO THE LOW ADMINISTRA</td><td> COMMON</td><td>2×1××5×</td><td>X+=X2/X1 X-=H2/X1</td><td>Y1=Y+X1</td><td>(0/A/CAPIA-CS-PIA-CS-PIA-CS-PIA-A-CS-PI</td><td>21=(1*4)•21</td><td>FUHX13=21+D22mDx(x0,x3)</td><td>END STATE</td><td>FUNCTION PUNXIG(XU:XI)</td><td>COMMON /BLK13/ Y.Z.R2.Z2.T2.ZYB.K2Y.A2MBZB</td><td>COMMON /DIKIN/ UZBX1.UZZBX1.UZN.DZZA.UZZRX1.DZZXX X20AZMBZ4/X1</td><td>7x+1x=6x</td><td>**************************************</td><td>11=1-x1 1F(ABS(11).LE.1.E-4) GO TO 1</td><td></td><td>I A S I T T T T T T T T T T T T T T T T T T</td><td>Z]=t]kt/cof[06(*Z) Finklitic]+(D2/8DX(*z),Z3)+D2/8ZY)</td><td>PLTURN</td><td></td></z#ux(x0,x3)<>	RETURN	END .		•	FUNCTION PUNKIBLE NO. 20 TO THE LOW ADMINISTRA	COMMON	2×1××5×	X+=X2/X1 X-=H2/X1	Y1=Y+X1	(0/A/CAPIA-CS-PIA-CS-PIA-CS-PIA-A-CS-PI	21=(1*4)•21	FUHX13=21+D22mDx(x0,x3)	END STATE	FUNCTION PUNXIG(XU:XI)	COMMON /BLK13/ Y.Z.R2.Z2.T2.ZYB.K2Y.A2MBZB	COMMON /DIKIN/ UZBX1.UZZBX1.UZN.DZZA.UZZRX1.DZZXX X20AZMBZ4/X1	7x+1x=6x	**************************************	11=1-x1 1F(ABS(11).LE.1.E-4) GO TO 1		I A S I T T T T T T T T T T T T T T T T T T	Z]=t]kt/cof[06(*Z) Finklitic]+(D2/8DX(*z),Z3)+D2/8ZY)	PLTURN	

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FUNCTION - UKS19(180-11) COMMON /BLK13/ 1-6-189-120-120-170-187-1424M24 13511-141-1421 FUNCTION - UKS19-180-144	Far 1 9002 Far 1 9002 Far 1 9003 Far 1 9004 Far 1 9004	FUNCTION FUNKZY(KO-KI) FUNKZY-WKZY(KO-KI)/KI SKIUKM EMU	FMX27001 FMX27962 FWX27963
PR TANK	FNX1 4004 FNX1 4007 FNX2 1.001	FUNCTION PUNZBIEGEXI) FINAZBEFUNZBIEGEXI)/AI FENTRM	FWX28001 FWX28002 FWX28003 FWX28004
FUNCTION	FAKZIODE		
VALUE 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	FWZZIUGE	FUNCTION FUNYIIIVXII CUMMON /BLKIS/ 1-2-R2-722-278-R21-A2-82-	FN711001 F4711002
10013-4017 A 4017 A	FNYZIOOB	アルマの東のアイス アルコンド・アルマン アンコンド・アン・アン・アン・アン・アン・アン・アン・アン・アン・アン・アン・アン・アン・	FW11003
FUNEZ122100/2007(40+83)	FN#21009 FN#21010	X CANAL A	FW11005
EAC.	FNX21011	TANKED A	FW11007
		コメントラン	FATIONS
FUNCTION PURKEZINO-MI	FWEZZOI	Y427+Y0 YX:22+Y1+1	FM711010
COMP.C: / YH.K.13/ 1.2.62.72.72.278.K2Y.A2M824 X21424624.K1	FNX22003	16=22+12=12 17=22+13=13	FN711012
K SENI * KC	FNY22004	710270071307	FWT1101*
(CA-A) = -01+A+07HTA	FNX22006	Z1=71=79+72/76+73/77+74/78 Z1=(144)+21	FMT11015
Z1=1./(41+K1)	FEXADOGE	FLWY 11=21=0240X (\$0 - x 3)	FW11017
FLAX22421	F. 22.009	READ FROM	FMT11018 FMT11019
EMC	FNX22010	1	
FUNCTION + U-KESTEV-KIT	FNX23001	Find T from print 15 (min w 1)	10001
CUMMON /BLK13/ 1.2.42.72.122.128.KFT.ACM54.	NOOR THE LEGISLAND OF T	CUMMON /BLK13/ 7+2-82-122-122-278-824-A24824	FWT12002
13=11+12	FNX23004	MANAGE STATES AND STAT	FW12003
4.0HIR/WI	FNX23005	*************************************	FNTL2005
¥45741011	FNX23007	イロルマンスコ	FNY12006
Z1=V1/(X1=VZ) FUNESSZ1=UZBOX(XU=E3)	FNX23009	Y-221+10	FW12008
OF TURN		21=10/71+10/72	FWY12009
	11052411	FULL STATES OF SECURITY OF SEC	FNV12011
	4 6 6 2 2 2 4	END	FN 12013
COMMON /BLK13/ 1.2.R2.22.122.278.R21.A2MB24	10000000000000000000000000000000000000		
**************************************	FNX2600U		
YORKS/MI	FREEDOS		
715/2+(3+10)+(1+10) 7151./(71011)	FNA.4000 FNA.84007		
FURKER = 21 + 02 UOF (KG + E3)	FREEDOB	FUNCTION PUMISING-KI)	FMY13001
	FNX24010	COMMON /BLK13/ Y-Z-RZ-72-172-278-H71-A2MB-8 COMMON /BLK15/ 178-K-13-K-5-28-5-538-1038-4-038-4-	FW13002
		KATANNALA I	FNY13004
FUNCTION FUNKES(Xe, XX)	FNE25001	ZX+ XX	FNY13005
FLOAT AND LINE ALL CROSE AND AND AND AND AND AND AND AND AND AND	FURESOOS	A-1121A	FN113007
6.0	FEX25004	JF (ABS(VI).LE.].E=4) 60 TO] 2]#1.e=#4)/1]	F1.41.5008
		FUHY135210(JZmDx(X0,X3)-DZWXY)	Fr.V 1 3010
FUNCTION FIRMES (NO. N.)	FWX26002	1 FUNT13=D22MxYe(1.=xe)e(1xe)	FN13011
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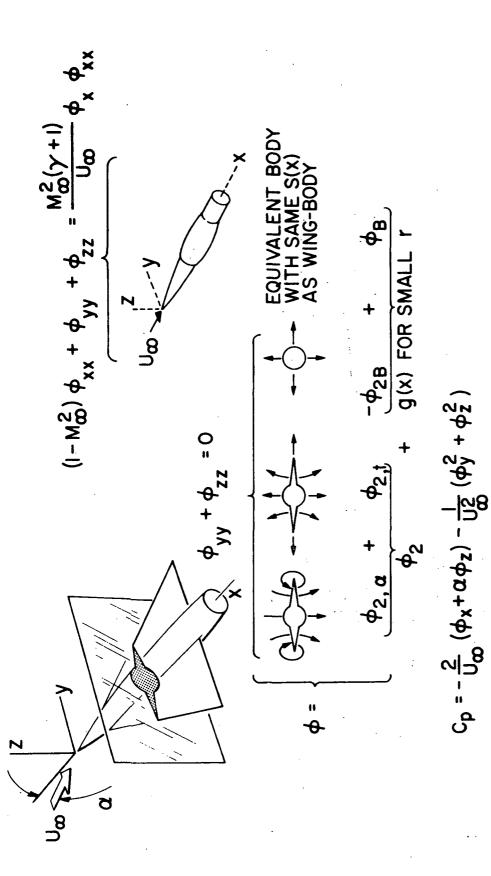
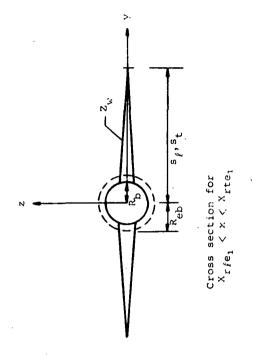


Figure 1.- Transonic equivalence rule for slender wing-body combinations.



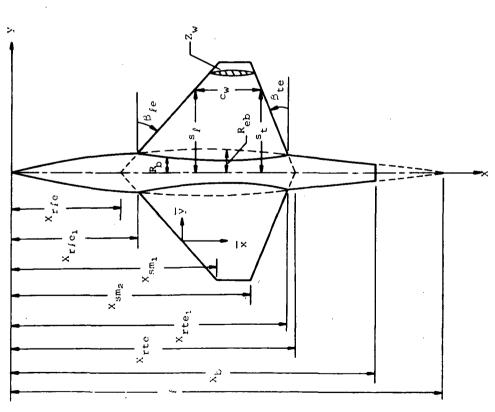
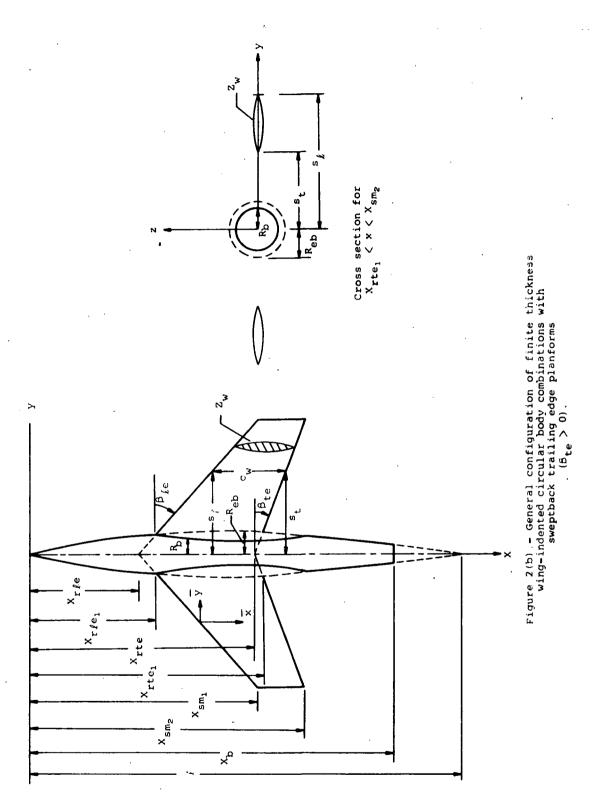


Figure 2(a),— General configuration of finite thickness wing-indented circular body combinations with straight/sweptforward trailing edge planforms $(\exists_{t \in \mathcal{L}} 0).$



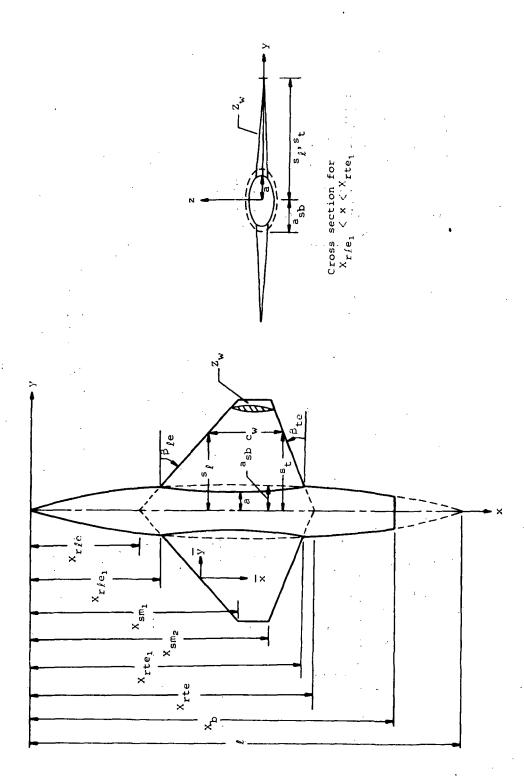


Figure 3(a). - General configuration of finite thickness wing-indented elliptic body combinations with straight/sweptforward trailing edge planforms ($\beta_{\rm te} \lesssim 0$).

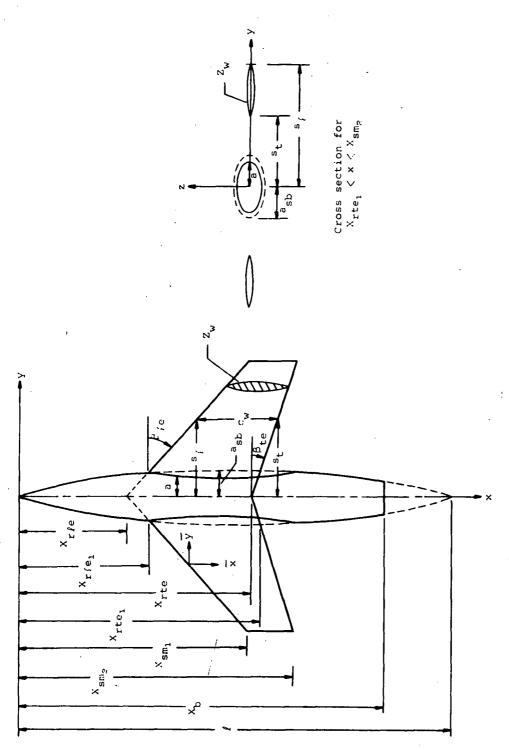


Figure 3(b).- General configuration of finite thickness wing-indented elliptic body combinations with sweptback trailing edge planforms (± te > 0).

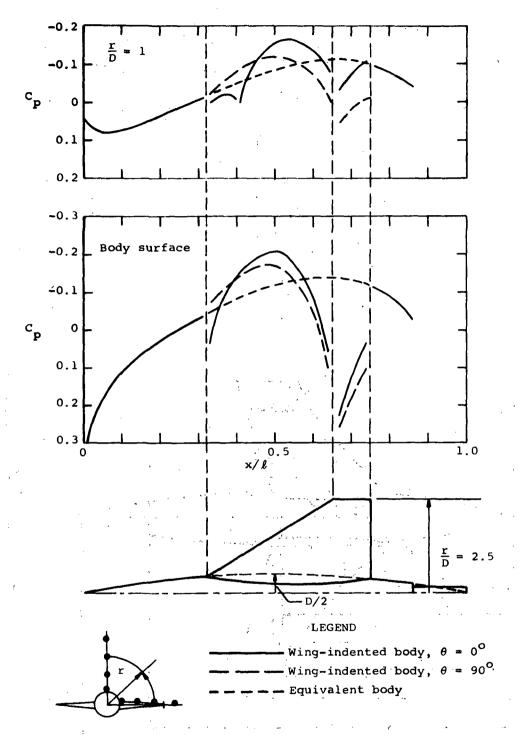


Figure 4.- Theoretical surface and flow field pressure distributions at $M_{\infty} = 1$ for a nonlifting parabolic-arc profile wing--indented parabolic-arc body combination; equivalent body thickness ratio $D/\ell = 0.1$, wing aspect ratio AR = 1.7, thickness/chord ratio $t/c_w = 0.04$, planform taper ratio TR = 0.2, and with $X_{r\ell e/\ell} = 0.25$, $C_{R_{rr}} = 0.50$, $X_{b/\ell} = 0.86$.

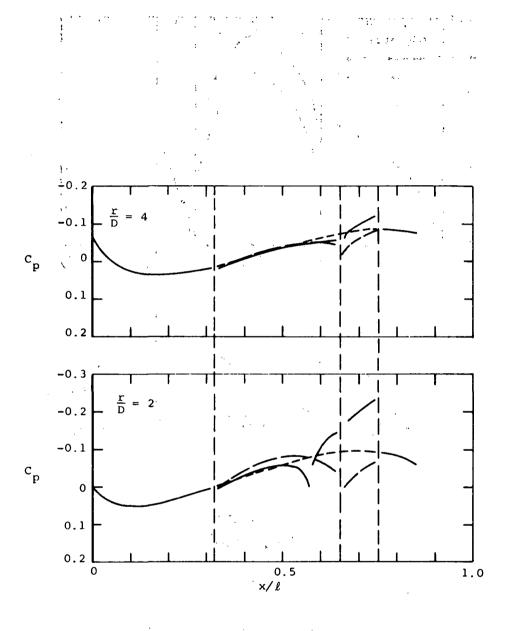
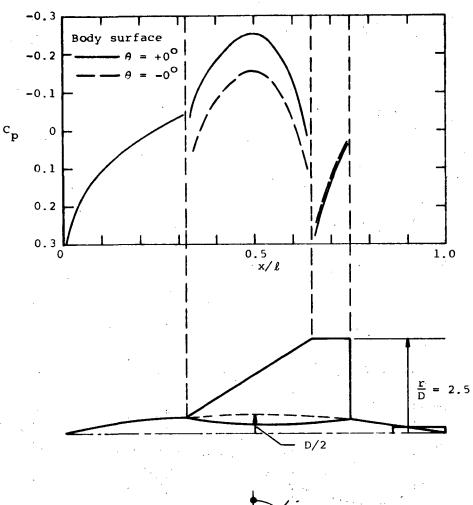


Figure 4.- Concluded



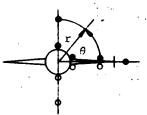


Figure 5.- Theoretical surface and flow field pressure distributions and loadings at M $_{\infty}$ = 1 and α = 2 for a parabolic-arc profile wing--indented parabolic-arc body combination; equivalent body thickness ratio D/ ℓ = 0.1, wing aspect ratio AR = 1.7, thickness/chord ratio t/c $_{\rm w}$ = 0.04, planform taper ratio TR = 0.2, and with X $_{\rm r}\ell = 0.25$, $_{\rm r}\ell = 0.5$, $_{\rm r}\ell = 0.86$.

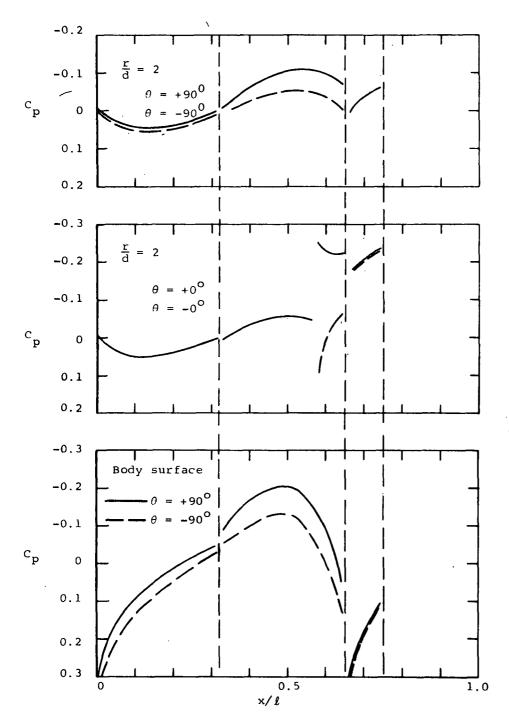


Figure 5.- Continued.

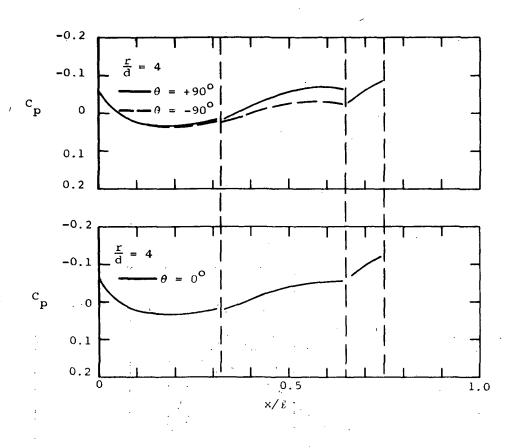


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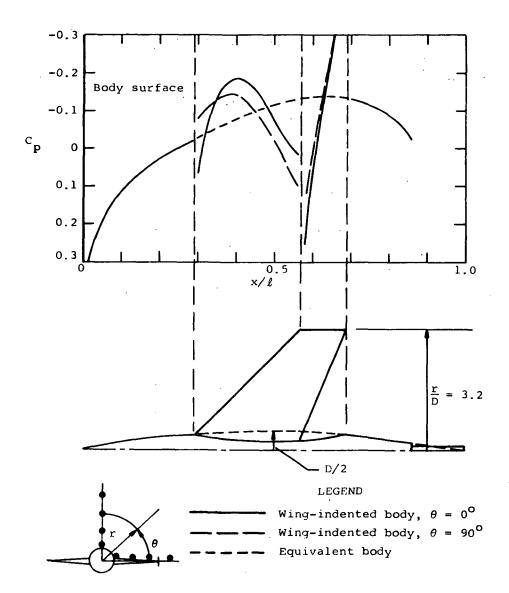


Figure 6.- Theoretical surface and flow field pressure distributions at M_∞ = 1 for a nonlifting parabolicarc profile wing--indented parabolic-arc body combination; equivalent body thickness ratio D/l = 0.1, wing aspect ratio AR = 2.8, thickness ratio t/c_w = 0.04, planform taper ratio TR = 0.4, and with Xrle/l = 0.25, C_T = 0.3, Xb/l = 0.86.

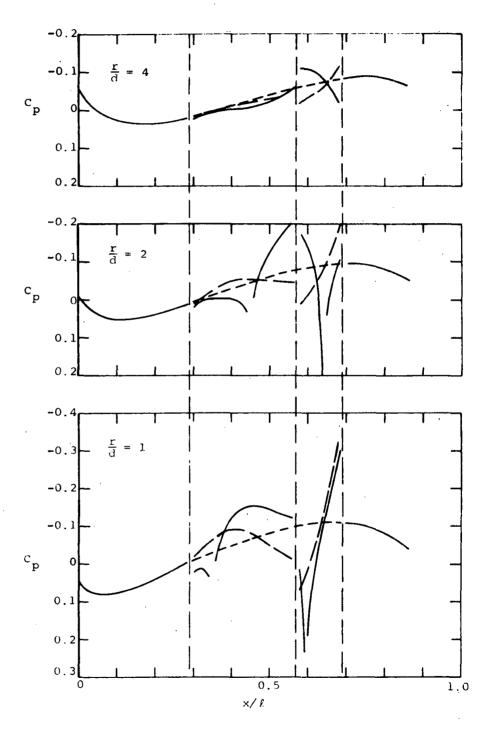


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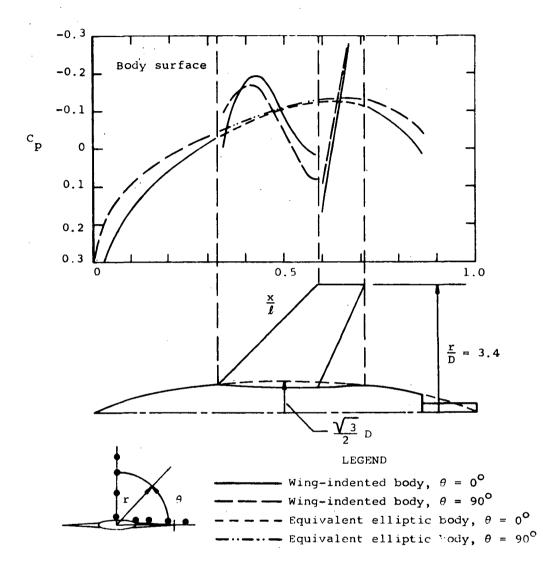


Figure 7.- Theoretical surface and flow field pressure distributions at $M_{\infty}=1$ for a nonlifting parabolicarc profile wing--indented parabolic-arc body combination; having a body of elliptical cross section with $\lambda=3$; equivalent body thickness ratio $D/\ell=0$ 1, wing aspect ratio AR = 2.8, thickness ratio $t/c_{\rm w}=0.04$, planform taper ratio TR = 0.4, and with $X_{\rm r}\ell=\ell$ = 0.25, $C_{\rm R}$ = 0.3, $X_{\rm b}/\ell$ = 0.86.

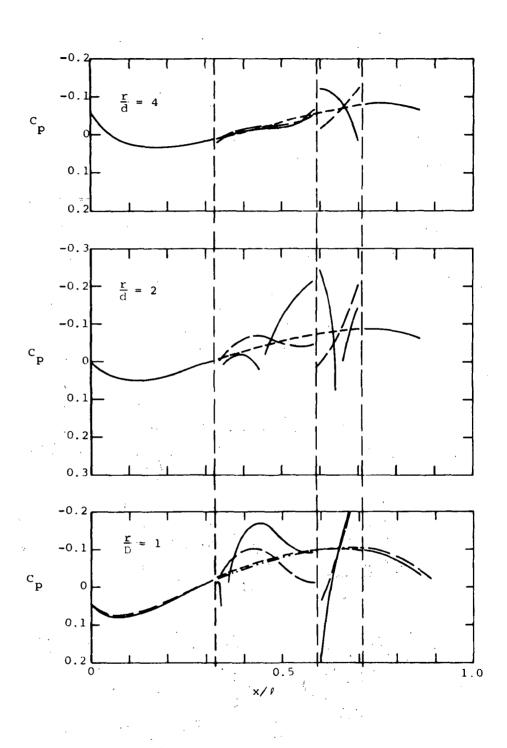


Figure 7. - Concluded.

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WING-BCDY COMBINATION CEOMETRY AND FLOW FIELD CHARACTERISTICS

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WING THICKNESS/CHORD RATIO =	C.40000E-01
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TRAILING EDGE OF WING ROOT CHORD AT X/L =	C. 15000E 00
PLANFORM TAPER RATIG =	C.20000E 00
LEADING EDGE PIERCES BCDY AT X/L =	0.31960E 00
TRATLING EUGE PIERCES PORY AT X/L =	C. 75008E 00
BODY RASE AT X/L =	0.86000E 00
LEADING EDGE SHEEP ANGLE (DEG) =	C. 580COE 02
TRAILING EDGE SWEEP ANGLE (DEG) =	0.0000
LCCATION OF WINGTIP LEADING EDGE AT X/L =	C.65008E 00
LOCATION OF WINGTIP TRAILING EDGE AT X/L =	0.75008E 00
NORMALIZED MAX. SEMISPAN SSMAX/L =	C. 25000E 00
ANGLE OF ATTACK ALPHA (DEG) -	0.0000
RATIC OF SPECIFIC HEATS =	C. 14000E 01
FREE STREAM MACH NUMBER =	C.10000E 01

_ START OF INTEGRATION FROM SEB**(X) = 0 TO NOSE

X/L	R BUDY /L	THE TA (DEG)	CP(BODY)	CP(R/0+ 1.00)CP(R/D= 2.00	1CP(R/D= 3.00	1CP(R/D= 4.00	1CP(R/D= 5.00))CP(R/D= 6.00)
0.2113	0.0333	0.0000	2.1307E-02	3.31598-02	3.4270E-02	3.4476E-02	3.4548E-02	3.45826-02	3.4600E-02
0.2113	0.0333	9.0COOF 01	2.1307E-02	3.31598-02	3.4270E-02	3.44768-02	3.4548E-02	3.45826-02	3.4600E-02
0.2003	C. C320	c.occo	2.86136-02	3.81716-02	3.7124E-02	3.6069E-02	3.5247E-02	3.4587E-02	3.4039E-02
0.2003	J. 0320	9.0CODE 01	2.8813E-02	3.8171E-02	3.7124E-02	3.6069E-02	3.52476-02	3.4587E-02	3.4039E-Q2
0.1503	0.0255	C.0000	6.66526-02	5.9471E-02	4.7472E-02	4.00716-02	3.4755E-02	3.0613E-02	2.72216-02
0.1503	0.0255	4.0COUE 01	6.6692E-02	5.9471E-02	4.7472E-02	4.0071E-02	3.47556-02	3.06136-02	2.72216-02
0.1003	0.0181	0.0000	1.13746-01	7.5672E-02	5.08746-02	3.6118E-02	2.56678-02	1.74416-02	1.07656-02
0.1003	0.0161	2.0000E 01	1.13746-01	7.56728-02	5.0874E-02	3.6118E-02	2.56678-02	1.74418-02	1.0765E-02
0.0503	J. CO56	0.0000	1.61366-01	7.94646-02	4.0133E-02	1.7036E-02	6.3612E-04	~1.2090E-02	-2.2450E-02
0.0501	0.0046	9.0000E 01	1.8138E-01	7.9464E-02	4.0133t-02	1.7038E-02	6.3612E-04	-1.2090E-02	-2.24506-02
ó.0043	0.006	0.0000	3.77476-C1	4.61C7E-02	-7.9117E-03	-3.9512E-02	-6.1932E-02	-1.9323E-02	-9.3533E-02
0.0343	3.0009	4.0C00E 01	3.7747E-01	4.6107E-02	-7.9117E-03	-3.9512E-02	-6.1932E-02	-7.9323E-02	-9.3533E-02

START OF INTEGRATION FROM SERVICE) = C TC TAIL

X/L	B 9905A VF	THE TAIDEG)	CP(8C0Y)	CP(R/C= 1.00	ICP(R/0= 2.30	CP(R/D= 3.00)	CP(R/D= 4.00	CP(R/D= 5.00)	CP(R/D= 6.00)
0.2113	0. C3 33	0.0000	2.1307E-02	3.3159E-02	3.4270é-02	3.4476E-02	3.4548E-Q2	3.45 EZE - CZ	3.4600E-02
	0. 03 33	9.0000E 01	2.1307E-02	3.3159E-02	3.4270E-02	3.4476E-02	3.4548E-Q2	3.45 8ZE - OZ	3.4600E-02
0.2503	0.0375	6.0000	-3.4545E-C3	1.4990E-02	2.3030E-02	2.7311E-02	3.0278E-02	3.2559E-02	3.4413E-C2
0.2503		9.0000E 01	-3.4545E-C3	1.4990E-02	2.3030E-02	2.7311E-02	3.0278E-02	3.2559E-02	3.4413E-O2
0.3003	J.0420	0.0000	-3.1658E-C2	-8.32C7E-03	6.9848E-03	1.5000E-02	2.1656E-02	2.6337E-02	3.0154E-02
	J.0420	9.000E 01	-3.1658E-C2	-8.3c07E-03	6.9848F-03	1.5600E-02	2.1656E-02	2.6337E-02	3.0154E-02
0.3503	0.0453	0.0000	-4.275eE-C2	-1.1470E-02	-4.4772E-03	5.0147E-03	1.2459E-02	1.8439E-02	2.3466E-02
	0.0453	9.000E 01	-9.1482E-02	-3.9736E-02	-1.1314E-02	1.9768E-03	1.0749E-02	1.7344E-02	2.2646E-02

START OF SUPERSONIC CALCULATION

SUPERSUNIC CALCULATION STAPTS AT X/L = 0.54232F 00

X/L	R BUDY/L	THETALDEG)	CPIBCDYI	CP(R/D= .1.00	ICP(R/D= 2.00	ICP(R/D= 3.00	11CP(R/D= 4.00)1CP(R/D= 5.00	HCP(R/C- 6.00)
0.5503 0.5 503	0.0374 0.0374	0.0000 9.0000E 01	-1.7406E-01 -1.3590E-01	-1.60906-01 -1.08336-01	-4.4047E-02 -8.0084E-02			-3.7216E-02 -3.9346E-02	-2.9953E-02 -3.1418E-02
0.6003	0.6319	0.0000 9.0000E 01	-7.68466-02 -4.49816-02			-5.6845E-02 -5.6721E-02		-4.4920E-02 -4.4233E-02	-3.9556E-C2 -3.9450E-02
0.7003	0.0300	0.0000 9.0000E 01	1.3714E-01 1.8803E-01	-6.9617E-02 2.0859E-02		-1.3049E-01 -5.4919E-02			-1.8081E-02 -0.1009E-02
C.8003 O.8003	0.0320	0.0000 9.0000E 01	-8.8124E-02 -8.8124E-02	-7.8922E-02 -7.8922E-02	-8.0057E-02 -8.0057E-02	-8.1227E-02 -8.1227E-02	-8.21 C2E-02 -8.21 C2E-02		-8.3386E-02 -8.3386E-02
0.8503 0.8503	0.0255	0.0000 9.0000E 01	-3.9535E-C2 -3.9535E-O2	-4.7040E-02 -4.7040E-02	-5.91916-02 -5.91916-02	-0.0680E-02		-1.6247E-02 -7.6247E-02	-7.9679E-02 -7.9679E-02

DRAG CCEPFICIENT = 0.10440E 00

(b) Output.

(a) input.

CALCULATION OF SUPFACE AND FLOW FIELD PRESSURE DISTRIBUTIONS FOR FLOW AT FREE STREAM MACH NUMBERS AT OR NEAR CNE, BELCM THE LOMEN CRITICAL, OR ABOVE THE UPPER CRITICAL ABOUT A FINITE THICKNESS NING-INDENTED CIRCULAR BULY COMPINATION WITH THE EQUIVALENT ROUY OF REVOLUTION FITHER USER-SPECIFIED OR HAVING UPDINATES & PROPORTIONAL TO X/L-(X/L)+** OR I-X/L-(1-X/L)**, THE WING HAVING A CONSTANT THICKNESS/LHORD RATIC, TAPER RATIC BETWEEN O AND I, AND WITH UDDINATES & PROPORTIONAL TO XBAZ/C-(1-XEAR/C)+** OR USING THE TRANSONIC EQUIVALENCE RULE AND THE LOCAL LINEARIZATION METHOD

WING-BODY COMBINATION GEOMETRY AND FLOW FIELD CHARACTERISTICS

EQUIVALENT BODY THICKNESS HATTE =	C.1000CE 00
EQUIVALENT BODY MAXIMUM THICKNESS AT X/L =	0.50000E 00
EXPONENT N FOR EQUIVALENT BODY CHOINATES =	
SER**(X) = 0 AT X/L =	C.21132E 00
WING PAX. THICKNESS AT XHAR/C =	C.50000E 00
WING THICKNESS/CHCRD PATIO =	C.40000E-01
EXPONENT M FOR WING CHCINATES =	C.2000GE 01
LEADING EDGE OF WING MODT CHORD AT X/L #	C.250006 00
TRAILING EDGE OF WING ROOT CHORD AT X/L =	C. 750UCE 00
PLANFORM TAPER RATIC .	0.2000CE QC
LEADING EDGE PIERCES RODY AT X/L =	C.31960E 00
TRAILING EDGE PIERCES ECCY AT X/I =	C.75008E 00
BODY BASE AT X/L .	C.8600CE 00
LEADING EDGE SHEEP ANGLE (DEG) #	C.580CCE 02
TRAILING EDGE SWEEP ANGLE (DEG) =	G.00000
LCCATION OF WINGTIP LEADING EDGE AT X/L =	C.65008E 00
LOCATION OF WINGTIP TPAILING EDGE AT X/L .	C. 75009E UO
NORMALIZED MAX. SEMISPAN SSMAX/L =	C.250COE 00
ANGLE OF ATTACK ALPHA (DEG) =	C. 20000E 01
RATIC OF SPECIFIC HEATS .	0.14000E 01
FREE STREAM MACH NUMBER *	0.10000E 01

START OF INTEGRATION FROM SERTICAL + C TO NOSE

X/L	F BUDY/L	THE TA (DEG)	CP(BCEY)	CP(R/D= 1.00	ICP(R/0= 2.00	IICP(K/U= 3.CO	11CP(R/D= 4.00	1CP(R/O# 5.00)CP(H/O- 6.001
0.2113	0.0313	0.0000	1.76528-02	3.2874E-02	3.4202E-02	3.4446E-02	3.4531E-C2	3.4571E-C2	3.4592E-U2
0.2113	0.0333	5.0000E 01	6.4031E-03	2.56526-02	3.U344E-02	3.1830E-02	3.2554E-02	3.2982E-02	3.32£5E-02
0.2113	0.0333	-4.0COUE 01	3.8649E-C2	4.1178E-02	3.8331E-02	3.7182E-02	3.6576E-C2	3.62 G2E-02	3.59496-02
0.2003	0.0320	0.0000	2.5157E-02	3.79086-02	3.70606-02	3.00416-02	3.5231E-02	3.4577E-02	3.4032E-02
0.2003	0.0320	0.0000E 01	1.32946-02	3.36408-02	3.31986-02	3.3426E-02	3.3256E-02	3.2991E-02	3.2706E-02
0.2003	0.0320	-4.0CCUE 01	4.67686-02	4.6177E-02	4.11736-02	3.87686-02	3.7269E-02	3.62G4E-02	3.5385E-Q2
0.1503	C.0255	c.0c00	6.30,75-02	5.93076-02	4.7432E-02	4.00538-02	3.4745E-02	3.06C7E-CZ	2.72168-02
0.1503	0.0255	0.0000E 01	4.83816-02	5.23048-02	4.3750E-02	3.7600E-02	3.2857E-02	2.91246-02	2.59795-02
3.1503	0.0255	-9.000F 01	8.7441E-C2	6.69456-02	5.1233E-02	4.25778-02	3.66346-02	3.2115E-02	2.5472F-02
0.1003	0.01 81	0.0000	1.1008E-01	7.55916-02	5.00541-02	3.0109E-02	2.56(26-02	1.74386-02	1.0762F-02
0.1303	0. CI 81	Y.OCCOE O1	9.26 +1 E-02	6.97718-02	4.7879E-02	3.4114E-02	2.41026-02	1.6236F-07	9.7557E-03
0.1003	0.0181	-9.0000E 01	1.372 PE-C1	8.17286-02	5.39676-02	3.91398-02	2.7122E-02	1.8653£-02	1.1774E-02
0.0503	J. C095	0.0000	1.7773E-01	7.94426-02	4.012b2-02	1.70356-02	6.3473E-C4	-1.2091E-02	-2.2451E-02
0.0503	0.0096	9.0000F 01	1.57485-01	7.58476-02	3. 8340E-02	1.58406-02	-4.6243E-04	-1.2809F-02	-2.30905-02
0.0503	0.0096	-6.00006 01	2.0771E-C1	8.3076E-02	4.19388-02	1.6240E-02	1.53756-03	-1.13690-02	-2.185CE-02
0.0043	0.0009	U.OCOO	3.7391E-C1	4.61C7E-02	-7-y117E-03	-3.4512E-02	-6.1932E-02	-7.9323E-02	-9.35334-C2
0.00-3	0.0009	9.0COOE 01	3.51UDE-01	4.5750E-02	-8.09026-01	-3.9631E-02	-6.2022E-02	-7.93958-02	-9.35525-02
0.0043	0.0009	-9.00006 01	4.0637E-C1	4.6403E-02	-7.73316-03	-3.43936-02	-6.18436-02	-7.9252E-G2	-9.34735-02

START OF INTEGRATION FROM SERTICAL . C TO TAIL

X/L	K9/10AAF	THETATREGI	Sh(m (A)	CP4#/0= 1.00	1CP(R/C= 2.30	1CP(K/D= 3.00	1CP(R/D= 4.00	JCP(R/D= 5.00)LP(R/D= 6.00)	
0.2113	0.0333	0.0000	1.76>25-02	3.2A74E-02	3.4202E-02	3.4446E-02	3.4531E-02	3.45716-02	3.45925-02	
0.2113	0.0333	9.00005 01	4.40315-03	2.56526-02	3.0344c-C2	3.1810E-02	3.2554E-02	3.2982E-C2	3.32651-02	
0.2113	3.3333	+4.0COJE 01	3.46498-02	4.11786-02	3.03316-02	3.71826-02	1.65766-02	3.6202F-02	3.5949F-02	
0.2503	0.0375	c.000J	-1.1044E-C3	1.46238-02	4.2442E-C2	2.12136-02	3.02576-02	3.25456-02	3.4404F-02	
0.2503	0.0375	9.000JE J1	-1.61alt-C2	7.92768-01	1.92356-02	2.4.746E-42	2.83436-02	3.1005E-02	3.31LoE-02	
0.2503	0.0375	-9.0CODE ():	1.1708E-CZ	2.27916-02	2.59536-02	2.9952E-02	3.2257E-02	3.4140E-C2	3.5730E-02	

Figure 9.- Sample input/output for a wing-body combination having a circular body and with TR \neq 0, β te \leq 0, $\alpha \neq$ 0.

```
0.0000 -3.5314E-C2 -8.7851E-03 6.8748E-03
9.0000E 01 -4.1592E-02 -1.4545E-02 3.4267E-03
-9.0000E 01 -1.9288C-C2 -1.3121E-03 1.0553E-02
                                                                                                                                                                              1.5552E-02
1.3319E-02
1.7975E-02
                                                                                                                                                                                                            2.1029E-02
1.9932E-02
2.3434E-02
                                                                                                                                                                                                                                                                           3.0142E-02
2.#997E-02
3.1336E-02
                                                                                                                                                                                                                                             2.6320E-02
2.4951E-02
2.7757E-02
0.3003
                      3.0420
                      0.0420
0.3003
                                         0.01UPPER1 -1.C355E-C1 -1.2315E-O2 -4.035TE-O3 4.4451E-O3 0.01LUMER3 2.0472E-C2 -1.2315E-O2 -4.035TE-O3 4.9451E-O3 9.0000E 01 -1.150E-O1 -5.8221E-O2 -2.2168E-O2 5.5.204E-O3 -9.0000E 01 -4.0325E-O2 -2.0265E-O2 -1.7150E-O4 9.005TE-O3
                                                                                                                                                                                                                                                                                2.3389E-02
2.3389E-02
1.86C8E-02
0.3503
                      0,0453
                                                                                                                                                                                                               1.2420E-C2
                      0.0453
C.C453
G.Q453
0.3503
                                                                                                                                                                                                                                               1.8414E-02
1.2755E-C2
2.1981E-C2
                                                                                                                                                                                                               1.2420E-02
5.05C6E-03
0.3503
                                         C.OIUPPERS -1.6853E-01 -1.7800E-02 -2.9744E-02 -1.6577E-02 -5.915CE-03 
U.OILUMERS -7.9930E-02 -1.7800E-02 -2.9744E-02 -1.6577E-02 -5.9150E-03 
9.0CDF 03 -1.6544E-01 -1.0647E-01 -5.8079E-02 -3.3811E-02 -1.8194E-02 
-9.0CDF 01 -1.0004E-01 -5.0703E-02 -2.2359E-02 -8.5742E-03 1.1861E-03
C.40C3
                                                                                                                                                                                                                                             2.1017E-C3
2.7071F-03
-6.7745E-C3
8.8714E-03
                      0.0463
                                                                                                                                                                                                                                                                                5.8886E-03
0.4003
                      J.0463
0.0463
0.0463
                                                                                                                                                                                                                                                                               9.8886E-03
2.179ZE-03
1.5293F-02
0.4503
                      0.0452
                                             0.01LPPER1 -2.36C8E-C1 -1.8094E-01 -4.812FE-02 -3.450FE-02 -2.2351E-C2
                                                                                                                                                                                                                                             -1.2358F-G2 -1.5884E-03
Q.45Q3
Q.45Q3
Q.45Q3
                      0.0452
0.0452
0.0452
                                           0.0(LUMER) +1.3318E-01
9.0C00E 01 -1.9573E-01
-5.0000E 01 -1.2414E-01
                                                                                                        -3.3905E-02 -4.8127E-02 -3.4507E-02 -2.2351E-02
-1.3825E-01 -8.5776E-02 -5.7354E-02 -3.8717E-02
-7.3650E-02 -4.0675E-02 -2.4400E-02 -1.3094E-02
                                                                                                                                                                                                                                          -1.2358E-02 -3.9884E-03
-2.5058E-02 -1.4341E-02
-4.1977E-03 3.2137E-03
                      C.0421
O.0421
O.0421
O.0421
                                      0.0(UPPER) -2.5131E-C1
0.0(LUMER) -1.5177E-Q1
9.0C00E 01 -2.0258E-Q1
-9.0C00E 01 -1.2703F-01
                                                                                                        -2.1180E-01 -5.7976E-02 -4.799E-02 -3.6079E-02 -2.6035E-02 -1.7565E-02 -4.799E-02 -3.6079E-02 -2.6035E-02 -1.7565E-02 -1.5565E-02 -1.5545E-01 -1.0375E-01 -7.4991E-02 -5.5641E-02 -4.1356E-02 -3.0135E-02 -8.4837E-03 -2.4446E-02 -1.5750E-02 -8.4837E-03
Q.50C3
Q.5003
Q.5003
0.5003
```

START OF SUPERSUNIC CALCULATION

SUPENSONIC CALCULATION STARTS AT M/L . 0.54232F 00

X/L	R BJDY/L	THETAIDEGS	CPEBOCY	CP1R/3= 1.00))CP19/0= 2.00	1CPIR/D= 3.00	D)CP(A/D= 4.00)CP18/0- 5.00)CP(P/D= 6.00)
0.5503 0.5503 0.5503	9.0374 0.0374 0.0374	0.01UPPEKI C.DILCWERI 9.0000E 01	-2.2116F-C1 -1.2453£-01 -1.7361E-01	-2.1471E-01 -1.0559E-01 -1.4418E-01	-5.30076+02 -5.30076+02 -1.08516-01	-5.5999E-02 -5.5999E-02 -6.4207E-02	-4.6073E-02 -4.6073E-02 -6.7067E-02	-3.7416E-02 -3.7416E-02 -5.4217E-02	-3.0085£-02 -3.0085E-02 -4.4079E-02
0.5503	0.0374	-9.0C00r 01	-9.5743E-02	-7.0551E-02	-5.05086-02	-3.9020E-02	-3,0796E-02	-2.41 74E-G2	-1.8540E-02
0.6003 0.6003 0.6003	0.6319 0.6319 0.0319 0.0319	O.OIUPPER! O.OILOWER! 9.CCODE OI -9.OCODE OI	-1.22356-01 -2.89046-02 -8.42876-02 -3.23766-03	-1.8426E-01 -8.1665E-02 -1.06C7E-01 -2.9389E-02	-2.22196-01 6.07156-04 -9.53026-02 -3.26126-02	-5.8233E-02 -5.8233E-02 -8.1400E-02 -3.1195E-02	-5.1298E-02 -5.1298E-02 -7.0081E-02 -2.9127E-02	-4.5209E-02 -4.5209E-02 -6.1158E-02 -2.6915E-02	-4.0183E-02 -4.0183E-02 -5.3986E-02 -2.47 CTE-02
0.7003 0.7003 0.7003 0.7003	0.0300 0.0300 0.0300 C.C3C0	0.0(UPPER) 0.0(LGWER) 9.0000E 01	1.4021E-G1 1.3651E-01 1.674UE-01 1.9110E-01	-6.7898E-02 -6.9357E-02 2.1638E-02 2.2186E+02	-2.07396-01 -2.02026-01 -3.71936-02 -3.76936-02	-1.3326E-01 -1.3326E-01 -5.4065E-02 -5.4774E-02	~1.0027E-01 ~1.0027E-01 ~5.9448E-02 ~6.0151E-02	-8.6509E-02 -8.6509E-02 -6.0759E-02	-7.8337E-02 -7.8337E-02 -6.0537E-02 -6.1114E-02

DRAG CCEFFICIENT = 0.13419E CO LIFT CCEFFICIENT = 0.17070E 01 PITCHING MOMENT CUEFFICIENT = -0.84056E CO

(b) Output.

Figure 9.- Concluded.

CALCULATION OF SURFACE AND FLOW FIELD PRESSURE CESTRIBUTIONS FOR FLOW AT FREE STREAM MACH NUMBERS AT OP NEAR ONE, BELOW THE LOWER CRITICAL, OR ABOVE THE UPPER CRITICAL ABOUT ! FINITE THICKNESS MINO-INCENTED RODY COMBINATION WITH THE BCCY HAVING AKES SECTION THAT MAINTAINS A CUNSTANT RATIC OF MAJER/MINOR AKES ALONG THE INTIRE BCCY LEAGTH WITH THE EQUIVALENT BCCY OF REVULUTION SITHER USER-SPECIFIED OR HAVING CROUNTES & PROPORTICAL TO XYL-(XYL)***OR I—XYL-(I—XYL)***O, THE WINO HAVING A CONSTANT THICKNESS/CHORD RATIC, TAPER RATIO BETAGEN O AND I, AND WITH CRUINATES & PROPORTICINAL TO XBAR/C-(I—XWAK/C)***M AV USING THE TRANSCRIC EQUIVALENCE RULE AND THE LOCAL LINEARIZATION WETHED

WING-BODY COMBINATION CECHETRY AND FLOW FIELD CHARACTERISTICS

•	
RATIC OF SEMIMALOW/SEMIMINCH AXIS =	C.30000E 01
EQUIVALENT BODY THICKNESS RATIC .	0.1000CE 00
EQUIVALENT BODY WAXIMUM THICKNESS AT X/L =	C.5000CE 00
EXPONENT N FOR EQUIVALENT BUCY CRITINATES .	C.20000£ 01
SEB' (X) + Q AT X/L =	0.21132E 00
WING MAX. THICKNESS AT XBAR/C =	C.5000CE 00
WING THICKNESS/CHCRD RATIO =	C.40000E-01
	C. 200COE 01
LEADING FOGE OF WING REUT CHERE AT X/L. =	C.250CCE 00
TRAILING EDGE OF WING POOT CHORD AT X/L =	C.7500CE QO
PLANFCHM TAPER RATIC =	C.20000E 00
LEADING EDGE PIERCES ACCY AT X/L =	C.3807GE 00
TRAILING FUGE PIERCES ENCY AT X/L = .	C. 75008E 00
BODY BASE AT X/L .	C.860CGE QQ
LEADING EUGE SWEEP ANGLE (CEG) =	C.5A00CE 02
TRAILING EDGE SWEEP ANGLE (DEG) =	C.C0000
LOCATION OF WINGTIP LEADING EDGE AT X/L =	
LOCATION OF WINGTIP TRAILING ECGE AT X/L .	
NURMALIZED MAX. SEMISPAN SSMAX/L =	C.250CCE 00
ANGLE OF ATTACK ALPHA (DEGT #	C.20000E 01
RATIC OF SPECIFIC HEATS =	C.14000F 01
FREE STREAM MACH NUMBER =	C.10000E 01

START OF INTEGRATION FROM SEGULAR = 0 TO NOSE

×/L	KRUCAN	THETA (DEG)	CPERCOVI	CP(R/D= 1.00)CP(R/D+ 2.00))CP(R/U= 3.00)CP(R/D= 4.00))CP(R/O= 5.00)CP(R/D= 6.00)
0.2113	0.0577	0.0000	2.9697E-02	3.68546-02	3.51398-04	3.4.158E-02	3.4762E-02	3.4718E-02	3.46956-02
0.2113	9. 01 92	9.OCCUE UI	-4.58015-03	1.9287E-02	2.70716-02	2.4726E-02	3.1020E-C2	3.1780E-C2	3.22786-02
0.2113	C.0192	-5.0C00E 01	2.2254E-CZ	4.20276-02	3.98496-02	3.6496E-02	3.7659€-02	3.7114E-02	3.6733E-02
0.2063	G. C555	c.0con -	3.60276-C2	4.21215-32	3.6053E-02	3.5478E-02	3.5476E-C2	3.4733E-C2	3.41408-02
0.2003	0.0185	9.0COUE 01	6.79JCE-G+	2.392 bE - 02	2.9855c-02	3-12946-02	3.17C9E-02	3.1781E-02	1.1715E-02
0.2003	0.01 45	-9.0C00E 01	1.53326-02	4.6873E-02	4.26585-02	4.0G6UE-02	3.8338E-02	3.71C5E-02	3.6162E-02
0.1503	3.0442	0.0000	8.4855E=Q2	6.36C-E-02	4.84616-02	4.0507E-02	3.5000E-02	3.0769E-02	2.7329E-02
0.1503	0.0147	9.0CONE 01	2.50201-02	4.4900E-02	4.0471E-02	3.5539E-02	3.1418E-02	2.7975E-C2	2.50+1E-02
0.1503	0.0147	-9.0CCOE 01	7.4711E-02	6.7389=-02	5.26C3E-02	4.27516-02	3.7610E-02	3.2941E-02	2.91850-02
0.1003	0.0313	0.0000	1.41306-01	7.06176-02	5.12936-02	3.64376-02	2.5786E-02	1.7556F-02	1.0844F-02
0.1033	0.0164	9.0000F 01	4.63635-02	6.3481E-02	4.52 CoL-02	3.2466E-02	4.2920E-02	1.5317E-02	9.0091E-03
0.1003	0. 01 04	-4.00000 01	1.1841E-C1	8.250 yt-02	5.51401-02	3.41405-02	2.79396-02	1.5338E-C2	1.23626-02
0.0503	0.0166	0.0630	2.19616-Ci	4.C505E-02	4.64671-02	1.7155E-02	7.0433E-04	-1.2047E-C2	-2.2460E-02
0.0503	1.0055	9.00008 91	1.23825-01	1.2-89E-02	3.6474E-02	1.49206-02	-9.3070E-04	-1.1333E-02	-2.3520F-C2
0.0503	0.0055	-9.0CCOL 01	1.84826-01	8.43Q4E-02	4.28518-02	1.0913E-02	4.0667E-C3		-2.1521:-02
						• • • • • • • • • • • • • • • • • • • •		• • • • • • • •	
0.0043	0.0015	c.occc	4.20625-01	4.61196-02	-7. JOBYE-03	-3.4510E-02	-6.1932E-02	-7.9323E-02	-9.3532E-C2
0.0043	0.0005	9.0000E 0:	3.6924E-01	4.5501E-02	-e.21211-03	-3.474iE-02	-0.2092E-02	-7.9443E-C2	-9.36325-02
0.00-3	0.0005	- v. OCOJE 01	3.73235-01	4.00915-72	-7.0170E-03	-3.43146-02	-6.1784E-02	-7.92C4E-02	-9.3434E-C2

START OF INTEGRATION FROM SERVICES # & TO TATE

Χ/L	4400¥71,	THE TAIDEG)	CPERCENT	CP(4/D= 1.00	CPER/C= 2.09	CP(K/D= 3.00	ICPER/D= 4.00	CP(R/C= 5.00)	CP(8/0= 6.00)
0.2113	0. up 77	6.0000	2.9697E-02	3.5854C-02	3.5139E-02	3858E-C2	3.4762E-02	3.4718E-C2	3.4695E-Q2
0.2113	J. 01 v2	5.0000£ 01	54.9831E-03	1.9287E-02	2.70715-02	2.9726E-02	1.1020E-02	3.1780E-C2	3.2278E-Q2
0.2113	C. 01 92	-9.0000£ 01	3.22545-02	4.2027E-02	3.9895E-02	3.8496E-02	3.7654E-02	3.7114E-C2	3.6733E-Q2
0.2503	0.0650	0.0000	+3.3385E-C4	1.7161E-02	2.3564E-02	2.7547E-02	3.0411E-02	3.2644E-02	3.4472F-Q2
0.2503	0.0217	9.0000E 01	-2.3538E-02	3.096:E-03	1.6355E-02	2.2843E-02	2.6929E-02	2.9884E-02	3.21905-Q2
0.2503	0.0217	-5.0000E 01	8.6659E-C3	2.4411E-02	2.8741E-02	3.1337E-02	3.3373E-02	3.5068E-02	3.6522F-Q2

Figure 10.- Sample input/output for a wing-body combination having an elliptical body and with TR \neq 0, β_{te} \leq 0, $\alpha \neq$ 0.

```
0.3003
0.3003
0.3003
                                          0.0000 -3.4176E-02 -9.3541E-03
9.0000E 01 -4.4569E-02 -1.6684E-02
-9.0000E 01 -1.8815E-01 1.6199E-03
                                                                                                                                                                                                                                                                                       3.01*5E-02
2.0227E-02
3.2100F-02
                        C. C728
                                                                                                                                                                                                                                                     2.4324E-C2
2.4034E-02
2.8646E-02
                                                                                                                                                   6.8810E-03
                                                                                                                                                                                   1.55618-02
                                                                                                                                                                                                                   2.1635E-02
                        0.0243
0.0243
                                                                                                                                                   1.6510E-03
1.2553E-02
                                                                                                                                                                                   1.1865E-02
1.9422E-02
                                                                                                                                                                                                                     1.88G4E-02
2.4553E-02
                        0.0788
                                           0.0000 -6.3433E-02 -3.5815E-02

9.0000E 01 -6.3149E-02 -3.4999E-02

-9.0000E 01 -4.3844E-42 -2.0633E-02
                                                                                                                                               -1.0685L-02
-1.3465E-02
-4.7157E-04
 0.3503
                                                                                                                                                                                   1.76346-03
                                                                                                                                                                                                                     1.037/6-02
                                                                                                                                                                                                                                                     1.6986F-02
                                                                                                                                                                                                                                                                                       2.23665-02
 0.3503
                       0.0263
                                                                                                                                                                                 -5.945BE-04
5.5071E-03
                                                                                                                                                                                                                                                     1.5357E-02
1.9109E-02
                                                                                                                                                                                                                                                                                       2.0967E-02
2.4167E-02
                                                                                                                                                                                                                    8.4323E-03
1.3085E-02
0.4003
0.4003
0.4003
0.4003
                                          U.J(UPPER) -1.3336C-C1 -7.7849E-O3
0.0(LOMER) 4.4171E-O2 -7.7349E-O3
-0.0000E 01 -1.3518E-O1 -7.8553E-O2
-9.0000E 01 -7.8030E-O2 -3.2890E-O2
                                                                                                                                               -1.9989E-02
-1.9989E-02
-4.1570E-02
                                                                                                                                                                                -8.70766-03
-8.70766-03
-2.21186-02
-1.35396-03
                        0.0830
                        0.0830
                                                                                                                                                                                                                  2.3704E-04
-9.4300E-03
6.5047E-03
                                                                                                                                                                                                                                                  7.4149E-03
-1.1666E-04
1.2771E-02
                                                                                                                                                                                                                                                                                       1.3370E-02
1.2124E-03
1.8018E-02
                       0.0211
                                                                                                                                                 -1.22686-02
0.4503
0.4503
0.4503
                                          0.0(UPPER) -2.2484E-CL -1.9656E-OL -5.303RE-OZ

0.0(LUMER) -9.5429E-OZ -4.7413E-OZ -5.303RE-OZ

5.CCCGE 01 -1.987E-CL -1.354E-OL -8.6272E-OZ

-9.0CODE 01 -1.2538E-OL -7.2552E-OZ -4.2515E-OZ
                                                                                                                                                                                -3.7551E-02
-3.7551E-02
-5.8245E-02
-2.6271E-02
                                                                                                                                                                                                                 -2.4492E-02 -1.392IE-02 -5.1265E-03
-2.4492E-02 -1.392IE-02 -5.1265E-03
-3.954E-02 -2.715E-02 -1.486EE-02
-1.466E-02 -5.47C7E-03 2.2317E-03
                        0.0834
                       0.3836
C.C275
 0.5003
0.5003
0.5003
                                         0.0(UPPER) -2.6787E-CL -2.3975E-OL -7.2912E-O2

0.0(LOMEN) -1.5022E-OL -1.1636E-OL -7.2912E-O2

9.0000E OL -2.3275E-OL -1.6946-OL -1.1677E-OL

-3.0000E OL -1.5553E-OL -1.0022E-OL -6.5108E-O2
                                                                                                                                                                                -5.8920E-02
-5.8920E-02
-8.4960E-02
                                                                                                                                                                                                                 -4.4316E-02 -3.2241E-02 -7.2133E-02 -4.4316E-02 -3.2241E-02 -7.2133E-02 -6.3288E-02 -4.7152E-02 -3.4365E-02 -3.2464E-02 -7.1855E-02 -1.3003E-02
                        0.0801
                        0.08GL
0.0267
 0.5003
                        0.0267
                                                                                                                                                                                 -4.5939E-02
```

START OF SUPERSURIC CALCULATION

SUPERSONIC CALCULATION STARTS AT X/L = 0.54232E 00

X/L	RADDY/L	THETAIDEG)	17338193	CP(R/D= 1.00)CPIR/D= 2.00	1LP(R/D= 3.00	11CP1R/D= 4.00	ICP18/0= 5.00	ICPIR/C= 6.00)
0.5503 0.5503	0.0729	0.0(UPPER)	-2.4483E-01 -1.44061-01	-2.35685-01 -1.23428-01	-6.7498E-02 -6.7498E-02	-6.7246E-02	-5.4718E-02 -5.4718E-02	-4.3983E-02 -4.3983E-02	-3.4932E-02 -3.4932E-02
0.5503	0.0243	9.0000E 31 -9.0000E 01	-2.1879E-C1 -1.3938E-Q1	-1.6978E-01 -9.5664E-02	-1.2470E-01 -6.7159E-C2	-9.6074E-02 -5.1242E-02	-7.6019E-02 -4.0027E-02	-6.0956E-02 -3.1143E-02	-4.9027E-02 -2.3682E-02
0.6003 0.6003 0.6003	0.0631	Q.O(UPPER) Q.O(LOWER) 9.0COJE 01	-1.3192E-C1 -2.8191E-02 -1.1992E-C1	-1.7966E-01 -7.5253E-02 -1.1682E-01	-2.2356E-01 -2.4762E-04 -9.9784E-02	-5.9157E-02 -5.9157E-02 -8.4131E-02	-5.22C5E-02 -5.22C5E-02 -7.1967E-02	-4.5961E-02 -4.5961E-02 -6.2514E-02	-4.07526-02 -4.07526-02 -5.49616-02
0.7003 0.7003 0.7003	0.0210 0.0550 0.0550 0.0183	0.0(LPPER) 0.0(LOWER) 0.0(COWER)	1.32306-01 1.26896-01 1.59106-01	-4.0630E-02 -3.90G2E-02 -4.0953E-02 2.1566E-02	-3.7462E-02 -1.5151E-01 -1.8671E-01 -3.1702E-02	-3.4207E-02 -1.2484E-01 -1.2489E-01 -4.8917E-02	-3.1237E-02 -9.4236E-02 -9.4236E-02 -5.5222E-02	-2.8456E-C2 -8.2051E-Q2 -8.2051E-Q2 -5.75C0E-Q2	-2.58398-02 -7.5077E-02 -7.5077E-02 -5.8083E-02
0.7C03	0.0183	-9.0000 01	1.00718-01	2.18836-02	-3.2250E-05	-4.9625E-02	-5.59198-02	-5.8138E-02	-5.8657E-C2

CRAG CCEFFICIENT = C.12462E CC LIFT CCFFFICIENT = C.17073E CL PSTCHING PEMENT CEEFFSCIENT = -0.86940E CO

(b) Output,

150

Bidger Piqure 10.- Concluded.

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CALCULATION OF SURFACE AND FLOW FIELD PRESSURE DISTRIBUTIONS FOR FLOW AT FREE STREAM MACH NUMBERS AT OR NEAR GNE, BELOW THE LOHEN CRITICAL, OR ARDVE THE UPPEN CRITICAL BOUT A FINITE THICKNESS WING-INFENTED CIRCULAR BODY C-MBHANTION WITH THE EQUIVALENT BODY OF REVOLUTION EITHER USER-SPECIFIED OR HAVING ORCINATES R PROPORTIONAL OR L-X/L-1-X/L

WING-BODY COPBINATION GEOMETRY AND FLOW FIELD CHARACTERISTICS

EQUIVALENT RODY THICKNESS RATIO =	C.1000CE 00
EQUIVALENT BODY MAXIMUM THICKNESS AT X/L =	C.50000E 00
EXPONENT N FOR EQUIVALENT BODY CROINATES =	C.20000F 01
SEB**(X) = 0 AT X/L =	0.21132E 00
WING MAX. THICKNESS AT XBAR/C =	C.50000F 00
WING THICKNESS/CHORD RATIC *	C.40000E-01
EXPONENT M FOR WING ORCINATES =	0.20000E 01
LEADING EDGE OF WING ROUT CHORD AT X/L #	C.2500CE 00
TRAILING EDGE OF WING HOOT CHORD AT X/L =	C.55000E DO
PLANFCRM TAPER RATIO =	C.40000E 00
LEADING EDGE PIERCES BCCY AT X/L =	C.29129E 00
TRAILING EDGE PIERCES EUCY AT X/L =	C.57156E 00
BOOY BASE AT X/L =	0.86000E 00
LEADING EDGE SHEEP ANGLE (DEG) =	
TRAILING EDGE SWEEP ANGLE (DEG) .	C.23755E C2
LCCATION OF WINGTIP LEADING ECCE AT X/L =	C.5715CE 0J
LOCATION OF WINGTIP TRAILING EDGE AT X/L =	C.6915CE 00
NORMALIZED MAX. SEMISPAN SSMAX/L =	C.3215GE 00
NORMALIZED MAX. SEMISPAN SSMAX/L = ANGLE CF ATTACK ALPMA (DEG) = RATIC OF SPECIFIC MEATS =	C.C0000
RATIC OF SPECIFIC HEATS .	C. 1400UE U1
FREE STREAM MACH NUMBER =	C.100000E 01

START OF INTEGNATION FHOM SEBTICES = C TO NOSE

X/L	ROCY/L	THE TAIDEG 1	CP(BCCY)	CP(R/O= 1.00) CP(R/D= 2.00) CP (H/U= 3.00	DICPIR/C= 4.00)CP(#/D= 5.00)CP(R/D= 6.00)
0.2113	0.0333	C.0CO3	2.1307E-G2	3.31598-02	3.42706-02	3.4476E-02	3.45486-02	3.4582E-02	3.4600E-02
0.2113	0.0333	S.CCODE OI	2.1307E-C2	3.3159E-02	3.4270E-02	3.4476E-02	3.45486-02	3.4582E-02	3.46 GOE - 02
0.2003	0.0320	0.6600	2.8815E-02	3.8171c-02	3.71246-02	3.0069E-02	3.5247E-02	3.4587E-C2	3.40396-02
0.2003	0.0320	9.0CONE 31	2.6813E-02	3.8171E-02	3.71248-02	3.60698-02	3.5247E-02	3.4587E-G2	3.40396-02
0.1503	0.0255	c.0c00	6.6692E-G2	5.9471=-02	4.74725-02	4.00715-02	3.4755E-C2	3.06136-02	2.7221E-C2
0.1503	0.0255	9.00006 01	6.66926-02	5.94716-02	4.74728-02	4.0071E-02	3.4755E-02	3.0613E-02	2.7221E-02
0.1003	C. 01 81	0.0400	1.1374E-01	7.5672E-02	5.08746-02	3.6118E-02	2.56C7E-C2	1.7441E-02	1,07656-02
0.1003	0.0191	a*0000€ 01	1.1374E-C1	7.5672E-02	5.0074E-02	3.61186-02	2.50C7E-0Z	1.7441E-02	1.0765E-02
0.0503	0.0096	C.UCOC	1.01306-01	7.9464E-02	4.0133E-02	1.7038E-02	6.3612E-C4	-1.209CE-C2	-2.2450E-02
0.0503	າ• [ິ] 0036	9.00008 01	1.81386-01	7.94646-02	4.0133E-02	1.7038E-02	6.3612E-04	-1.2090E-02	-2,24905-02
0.0043	0.0009	0.0000	3.7747E-C1	. 4.6107E-02	-7.9117E-03	-3.95126-02	-6.1932E-02	-7.5323E-02	-9.35335-G2
0.00-3	0.0009	9.JOUOE 01	3.77475-01	4.61076-02	-7.9117E-03	-3.9512E-02	-6.1932E-02	-7.9323E-02	-9.3533E-02

START OF INTEGRATION FROM SERVICE) = 0 TO TAIL

*/L '	KB/IUY/L	THE TA (DEG)	CPEBCEY	CP(R/D= 1.00))CP(R/D= 2.Ju)) CP (R/O= 3.00) CP(R/D= 4.00))CP(R/D= 5.CO	ICP(R/Q= 6.00)
0.2113	0.0333	0.0000 4.0000£ 01	2.1307E-02 2.1307E-02	3.3159E-02 3.3159E-02	3.4270E-02 3.4270E-02	3.4476E-02 3.4476E-02	3.4548E-02 3.4548E-02	3.4562E-C2 3.4562E-C2	3.4600E-02 3.4600E-02
0.2503	0.0375	C.0000E 01	-3.4545E-C3 -3.4545E-C3	1.4556E-02 1.4990E-02	2.3030E-02 2.3030E-02	2.7311E-02 2.7311E-02	3.0278E-02 3.0278E-02	3.2559E-02 3.2559E-02	3.4413E-02 3.4413E-02
0.3003	0.0420 0.0420	4.0C00E 01	6.4617E-GZ -7.8405E-0Z	1.29112-02 -1.1963E-02	1.9734E-02 1.1116E-02	2.3766E-02 1.9936E-02	2.7481E-02 2.5327E-02	3.C616E-C2 2.9237E-C2	3.3278F-C2 3.2320E-02
0.3503	0.C440 0.3440	0.0000 U1	-1.4081E-C1 -1.3218E-01	1.00000 06 -6.5572E-02	-4.946dE-03 -2.4868E-02	1.9090E-03 -6.7934E-03	5.4194t-03 4.5358E-03	1.5926E-C2 1.2803E-02	2.15C5E-G2 1.9335E-02
0.4003	0.0434	C.0000 9.0000£ 01	-1.6553E-C1 -1.4164E-01	-1.2128E-G1 -9.4492E-G2	-e.02826-03	-9.6651E-03 -2.4610E-02	-2.2625E-03 -1.0504E-02	5.01C3E-03	1.1470E-02 7.8318E-03

Figure 11.- Sample input/output for a wing-body combination having a circular body and with TR \neq 0, $\theta_{\rm te}$ > 0, $\sigma_{\rm c}$ = 0.

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0.5003 0.0019 9.00000 01 -1.5558E-01 -1.5550E-01 1.0000E 00 -1.3141E-02 -5.258E-C3 -3.4178E-03 2.4071E-03 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0.0010 0
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START OF SUPERSONIC CALCULATION

SUPERSONIC CALCULATION STARTS AT X/L . 0.54232E UU

*/L	ROUPYAL	THETALDEGE	(PIEDEY)	CP48/D= 1.00	1CP18/0= 2.00)CP1#/0+ 3.64	DCP18/6= 4.00	ICP(#/D+ 5.00	1CP(R/E+ 6.30)
G.5503	0.6390	0.0000 9.0000E 01	5.1569E-03 7.1914E-02		-1.9753F-01 -4.5427E-02		- 1.5947E-62	-3.85 #0E-02 -3.23CLE-02	-3.1144E-02 -2.6452E-02
0.6663	C.C418	0.0000	5.65156-62	1.94146-01	-1.3863E-01	-2.17146-01	-1.00026-01	-1.6655E-C2	-6.109#6-02
0.6003	0.0418	9.0000E G1	1.8844E-02	1.5786E-02	-1-2692E-02		-3.13196-02	-3.1867E-G2	-3.0595F-02
0.6503	0.0439	9.3000E 01	-2.77976-01			-d.v8986-02	-7.6099E-02	-6.7064E-Q2	-6.04405-02
0.7003	0.0420	0.0000 OI	-1.31056-01 -1.31056-01	-1.0776E-01 -1.0776E-01	-4.2537E-02 -9.2537E-02	-8.34716-02 -8.34716-02	-1.1950t-C2 -1.1950t-C2	-1.32476-02 -1.32476-02	-e.55(ZE-C2 -6.95CZE-02
0.7503	0.0375	0.0000 9.0000 01	-1.16051-C1 -10-39641.1-	-9.1126C-02 -9.1126E-02	-8.97516-C2 -8.97918-02	-8.5572E-02	-8.2649E-C2 -8.2649E-02	-d.0461E-02.	-1.8576E-01 -7.8576F-02
0.8003	0.0320	0.0000 9.000E 01	-8.81.46-02 -8.81241-02	-1.8922E-02 -1.8922E-02	-8.9057E-02 -8.9057E-02				-8.33866-Q2 -8.33866-Q2
0.8503	0.0255	0.0000	-3.9535E-G2	-4.704 CE-02	-5.91911-02.	-6,66CE-02	-1.2057E-C2	-1.02478-62	-1.46 198-02
0.5503	0,0255	9.UC00£ 01	-1.9>15E-02	70406-02	-2. 31 31 1-05	-6.00806-02	-1,20576-02	-7.62476-02	- 1.9679E-02

CRAG CEEFFICIENT - C. 1C44CF UC

(b) Output

CALCULATION OF SURFACE AND FLOW FIELD PRESSURE DISTRIBUTIONS FOR FLOW AT FREE STREAM MACH NUMBERS AT UR NEAR ONE, BELOW THE LOWER CHITICAL, OR ABOVE THE HIPPER CHITICAL ABOUT A FINITE THICKNESS WING-INCENTED BODY COMBINATION WITH THE ROOF MAYING AXES ALONG THE ENTIRE BODY LLASTH WITH THE EQUIVALENT HOOY OF MEYOLUTION LITHER USER-SPECIFIED OR MAYING GRAVENTH HOOY OF MEYOLUTION LITHER USER-SPECIFIED OR MAYING GRAVENT HOUSEN AND WITH THICKNESSYCHORD RATIC, TAPER NATIO BUTNESS O AND A NO WITH JEDINATES & PROPORTICANAL TO WARD AND WITH SETNERS & PROPORTICANAL TO WARD AND WITH SETNERS & PROPORTICANAL TO WARD AND WITH SETNERS & PROPORTICANAL TO WARD AND WITH SETNERS & PROPORTICANAL TO WARD AND WITH SETNERS & PROPORTICANAL TO WARD AND WITH SETNERS & PROPORTICANAL TO WARD AND WITH SETNERS & PROPORTICANAL TO WARD AND WITH SETNERS & PROPORTICANAL TO WARD AND WITH SETNERS & PROPORTICANAL TO WARD AND WA

WING-RODY COMBINATION GEOMETRY AND FLOW FIELD CHARACTERISTICS

ATIC OF SEMIMAJOR/SEMIMINGR AXIS =	C.30000E 01
MATIC OF SEMIMAJOR/SEMIMINGR AXIS =	C.1000CE 00
QUIVALENT BODY MAXIMUM THICKNESS AT X/L =	C.50003E 00
XPORENT N FOR EQUIVALENT BODY CRUINATES -	C.20003E 01 .
E8**(X) = 0 AT X/L =	C.21132E 00
ING MAX. THICKNESS AT XBAR/C =	C.5000CE 00
ING THICKNESS/CHCRD RATIO =	C.4000CE-01
EXPONENT M FOR WING CREINATES =	C.200C0E 01
RPOWERT N POR EGOLVERY BOOF CABINATES - SEB**(X) = 0 AT X/L = VING MAX. THICKNESS AT XBAR/C = VING THICKNESS/CHCRD RATIC = VING THICKNESS/CHCRD RATIC = VING THICKNESS/CHCRD AT X/L = VING THICKNESS/CHCRD AT X/L =	C.250CCE 00
IDAILING EDGE OF WING WOOT CHORD AT X/I = -	C.55000E 00
LANFORM TAPER RATIO =	C.4000CE 00
PLANFORM TAPER RATIO = LEADING EDGE PIERCES BCCY AT X/L = LEADING EDGE DIFRCES BCCY AT X/L =	C.32613E 00
HOLY BASE AT X/L .	C. 960CCE 00
BODY BASE AT X/L = Leading Edge Sweep angle (CEG) = Trailing Edge Sweep angle (DEG) =	C.450CUE U2
RAILING EDGE SWEEP ANGLE IDEGI =	C.25054E C2
CCATION OF WINGTIP LEADING EDGE AT X/L =	C.58800E 00
OCATION OF WINGTIP TRAILING EDGE AT X/L =	C.7080CE 00
ORMALIZED MAX. SEMISPAN SSMAX/L =	C.338CCE CC
ANGLE OF ATTACK ALPHA (CEG) *	c.coooo
MATIC OF SPECIFIC HEATS =	C.14000E 01
ORMALIZEC MAX. SEMISPAN SSMAX/L = NGGLE CF ATTACK ALPPA (CEG) = NATIC OF SPECIFIC HEATS = REE STREAM MACH NUMBER =	C.10000E 01 .
START OF INTEGRATION FROM SERVICED = 0 TO	A C S F

•									
X/L	RBOCY/L	THETALDEGI	CP(BCEY)	CP(R/C= 1.00	DICP(R/D= 2.00))CP(H/D= 3.00))CP(R/G= 4.00	DICPER/C= 5.00))CP(H/C= 6.00)
0.2113	J. 0 5 77		4.797-t-CZ	3.76586-02	3.52E7E-02	3.4921E-02	3.4797E-02	3.474GE-02	3.4710E-02
0.2113	0.0142	S.OCCUE OI	1 . 2 + 4 BF - C2	3.0253E-C2	3.3360:-02	3.40536-02	3.43G6E-02	3.4426E-02	3.4491E-02
0.2003	0.0555	c.cccc	5.71046-62	4.2837E-02	3.81886-02	3.6535E-02	3.55086-02	3.4754E-C2	3.4154E-02
0.2003	0.0185	4.0000€ 01	1.87876-02	1.502QE-Q2	3.61606-02	3.56236-02	1.49936-02	3.44236-02	3,39296-02
0.1503	0.0442	0.0000	1.6313e-01	6.3999E-02	4.85441-02	4.05436-02	3.5020E-02	3.0782E-02	2.7338E-02
0.1503	0.0147	9.0000E UI	5.0961E-02	5.58796-02	4.6461E-02	3.90116-02	3.4495E-02	3.0446E-02	2.7104E-02
0.1003	0.0313	0.0000	1.59586-01	7.8793E-02	5.103+E-02	3.6454E-02	2.5796E-02	1.75e2E-02	1.08486-02
0.1003	0.0104	9.0C00E OI	3420E-02	7.2880c-02	5.01346-02	3.5786€-02	2.54198-02	1.7321E-02	1.0681E-02
0.0503	J. C1 c6	J.0CCJ	2.2786E-C1	e.06116-02	4.C418E-02	1.71646-02	7.0711E-04	-1.2045E-02	-2.2459E-C2
0.0503	U. CC55	9.00006 01	1.51605-01	7.83536-02	3.9851E-02	1.6912E-02	5.6524E-04	-1.2136E-02	-2.25226-02
0.0043	0.0015	0.0000	4.447JE-C1	4.61196-02	-7.5C88É-03	-3.95106-02	-6.19326-02	-7.93236-02	-9.3532E-C2
0.0043	0.0005	4.0COOE OI	3.40046-01	4.6096E-02	-7.9147E-03	-3.4513E-02	-6.1933E-02	-7.5324E-02	-9.3533E-02
START CF	INTEGRAT	IFN FACM SEA	31 0 = (x)"	1 # 2 L					
A/L	ROLUY/L	Tric TA (DEG)	CHESCEAL	CP(H/D= 1.00))CP(H/C= 2.0c	DICP(K/U= 3.00))CP(K/D= 4.00	31CP(R/D+ 5.CC	DICP(R/C= 6.00)
0.2113	C. 0517	c.ucce	4.75745-0.	3.76302-02	3.52678-02	3.492iE-02	3.4797E-C2	3.4740E-C2	3.47106-02
0.2113	1.0192	s.uccoe ul	1.24146-02	3.02538-02	3.3360€-02	3.40536-02	3.4306E-02	3.4426E-02	3.44516-02
0.2:03	3.650	C.0600	1.79+3E-C2	1.03266-02	2.3756E-C2	2.76278-02	3.0455E-C2	3.2671E-C2	3.4452E-C2
0.2503	3.0217	9.00008 01	-8.6543E-03	1.32648-02	2.2413E-02	2.70176-02	3.0109E-02	3.2449F-02	3.4337E-02
0.3003	C.0728	C.0000	-1.58198-02	-7.59458-03	7.1287E-03	1.50626-02	2.1651E-C2	2.6359E-C2	3.01706-62
0.3003	0.0243	9.000)F UI	-3.29.CE-02	-4.Ud%2E-Js	6.91246-03	1.>5538-02	2.16276-02	2.63178-02	3.01406-02

0.0000 -e.10226-02 1.00005 06 1.30796-03 7.00006 01 -1.13926-01 -4.73256-02 -1.49106-02

0.3503 0.3503 0.0784 C. C261 1.91486-02

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0.4003 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.0000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.00000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.00000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.00000 0.0000 0.0000 0.0000 0.00000 0.00000 0.0000 0.0000 0.0000 0.0
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START OF SUPERSURIC CALCULATION

SUPERSONTE CALCHESTICS STARTS AT THE # 0.54232E JO

X/L	₽ ¥OD¥ /L	THE TAQUEG E	CHESTA	CP4R/D+ 1.00))CP(47, + 2.00)) CP48/D= 3.00))CP(#/6= 4.00	DICPER/C= 5.00	11080875-74091
0.5503	3.66.E2 0.C227	0.0000 9.0000 91	To 101-03	-9.70-7; -32 -2.1245f -0;	-1.74196-01 -3.4736-04		-3.59346-02 -4.31536-02		-2.19#4b-02 -2.3336r-0.
0.6063	0.07C7 3.C236	0.0000 9.00006 04	1.00445-01 4.21/JE-0.	2.7114p=0. 5.7479F=0.	-2.40n0E-01 5.4774F-03	-3069E-01 -1.5577E-02	-1		
0.5503	0.073A	0.0000 9.0000 01	-1.5205c-01 -1.65506-01	-1.02025-01 -1.0891:-01	++41+05-02		- 1.4045E-02 -6.2452F-02		-6.4270c-02 -5.36481-02
0.7003	0.0726	0.9000 9.00005 01	-4.7124(-6, -4.91+00-61	-3.4/74+-01 -3.197m;-61	-11156-01 -2.0443E-01	9.480z£-02 -1.9415c-01	1.839CE-G2 -1.2397F-G1		-3.86546-02 -9.28296-02
0.7503 0.7503	J. Cn47	0.0000 9.0000£ Ui	-9.46071-02 -1.21340-01	-9,43546-93 -9,43546-93	-6.9059F-C2 -9.0414F-U2	-8.52536-02 -8.53696-02	-0.24716-02 -0.26706-02		-7.44 (84-0) -1.46 544-01
0.8003	0. C554 U. U1 8>	0.0005 O1	-5.97361-UZ -5.82176-QZ	-7.4748E-U2 -6.2046E-U2	-7.9031E-02 -1.1064E-02	-8.076GE-02 -3.1674E-02	-m.1841E-G2 -m.2357E-G2		-6.3270 -02 -8.35(01-02
0.8503	7.0441	4.0000E 01	-2.48144-03	-4.2527; -02 -5.062 n; -02		-6.02096-02 -6.71396-02		-7.6076E-02 -7.6414E-02	-7.55621-02 -7.57556-02

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(b) Output.

Figure 12. - Concluded.

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